

APR 3 1986



HISTORIC ANCHORAGE PRESERVATION PROGRAM

March 1986

ACKNOWLEDGEMENTS

Tony Knowles, Mayor

Assembly

- * Dave Walsh, Chairman
Larry Baker, Vice Chairman
Brad Bradley
- * Dana Brockway
Fred Dyson
Joe Evans
- * Bill Faulkner
Heather Flynn
Gerry O'Connor
Kevin "Pat" Parnell
John Wood

* = Study Committee

Barry Quinn, Capital Projects Director
Gail Sieberts, Project Administrator

Anchorage Historical and Fine Arts Museum

Alaska Railroad

Anchorage Convention & Visitors Bureau

National Trust for Historic Preservation

Senator Vic Fischer

Residents/Owners of Historic Houses, 2nd and 3rd Avenue,
Christensen Drive, and F Street

Project Consultants

Concept Marketing
Mundy and Associates
Jean Swearingen
Wohlforth and Flint

Historic Landmarks Preservation Commission

- * Don Hoak, Co-Chair
- * Steven Peterson, Co-Chair
Rosanne Alexander
Thomas Beck
Sam Combs
LaMar Cotton
Gerald Dunn
Donna Lane
- * Janet McCabe
Daniel Patrick O'Tierney
Beverly Pierce
Robert Spude
Michael Yarborough

Mike Carberry, Sr. Planner

Historic Anchorage Inc.

- * Dennis Campbell, President
- * Judy Bittner
Bill Bredesen
Swan T. Ching
Katharine C. Crittenden
Keith Fernandez
- * Dennis Gillespie
Daniel Golden
Elizabeth Hayes
Pam Joseph
Mary Ann Keller
Donna Lane
Timothy Lowe
- * Janet McCabe
Sally Monserude
John Reese

* Study Group

Cover photo The William C. Edes residence (AEC Cottage 22), 610 West 2nd Avenue, as it appeared in 1918.
Courtesy of Anchorage Historical & Fine Arts Museum.

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INTRODUCTION

The study group for the Historic Anchorage Preservation Program submits this report as requested by the Anchorage Assembly in AR No. 85-173 (S-1). It is important that the study group move quickly to dedicate the remaining entitlement appropriated in 1981 for the Anchorage Historic Railroad Town project. Of the remaining \$2.9 million entitlement, approximately \$1.5 million is still held by the state.

The study group recommends the following actions to establish a viable, continuing program for historic preservation in Anchorage; the program is consistent with the intent of voter approval of the Anchorage Railroad Historic Town in October 1981.

The study group recommends that the Municipal Assembly:

- a. Adopt an ordinance establishing a historic preservation project fund which would:
 - Provide a means for the dedication of the remaining (\$2,916,566) from the Anchorage Historic Railroad Town grant to historic preservation projects.
 - Establish a procedure for review and approval of historic preservation projects.
 - Place the responsibility for initiating and developing proposals for historic preservation projects with a qualified nonprofit corporation.
- b. Adopt a resolution appropriating the remaining entitlement for the Anchorage Railroad Historic Town to the Historic Preservation Project Fund.
- c. Approve in concept an initial group of historic preservation projects consisting of:

INTRODUCTION

Original cluster of residences as viewed from F Street near First in the 1930's.
Courtesy of Kit Crittenden.



- A series of downtown pedestrian wayside exhibits identifying and interpreting features of early Anchorage.
 - A challenge grant to raise matching contributions to restore the 4th Avenue Theatre.
 - A Downtown Historic Preservation Project for structures in the area of Second Avenue and Christensen Drive.
 - Contracting with a non-profit organization to work with owners of historic properties to advise them of incentives for restoration.
- d. Contract with a non-profit organization, such as Historic Anchorage, Inc. to:
- Negotiate grants, loans, purchase of easements, or transfer of development rights with owners of historic properties.
 - Initiate and package historic preservation projects for Anchorage Historic Landmark Preservation Commission review, and, for projects of \$30,000 or greater, Assembly approval.
 - Administer historic preservation projects approved by the Assembly.

The ordinance and resolution have been submitted with this report.

RECOMMENDED ACTION

In 1981, the Anchorage electorate voted approval of \$4,560,000 of Anchorage's SB 168 entitlement for "Anchorage Historic Railroad Town." The study on which the ballot proposal was based envisioned preservation of historic houses somewhere within the Anchorage original townsite or railroad area. Otherwise, the location of the project was not defined. At present, more than \$2,900,000 of this designated entitlement remains. One year after the vote, \$1,000,000 of the railroad town funds was allocated to the convention and civic center. Other funds were spent for relocating several historic structures. However, a railroad town project was not accomplished.

Recently, a number of historic preservation supporters have urged the Anchorage Assembly to use the funds for historic preservation as intended in the 1981 vote. In response, the Assembly established a subcommittee to study the issue (Dave Walsh, Dana Brockway and Rick Mystrom-later replaced by Bill Faulkner); after public hearing and due consideration, the Assembly adopted AR No. 85-173 (S-1) (Appendix A) in September, 1985. In summary, this resolution:

1. Established a study group comprised of three members from the Landmarks Commission and three members from Historic Anchorage, Inc.
2. Created an historic preservation fund, "The Administration of which shall be conducted pursuant to Assembly decision after receipt of the report of the study group."
3. Resolved "that to the maximum extent possible the funds designated for historic preservation shall be used for that purpose."

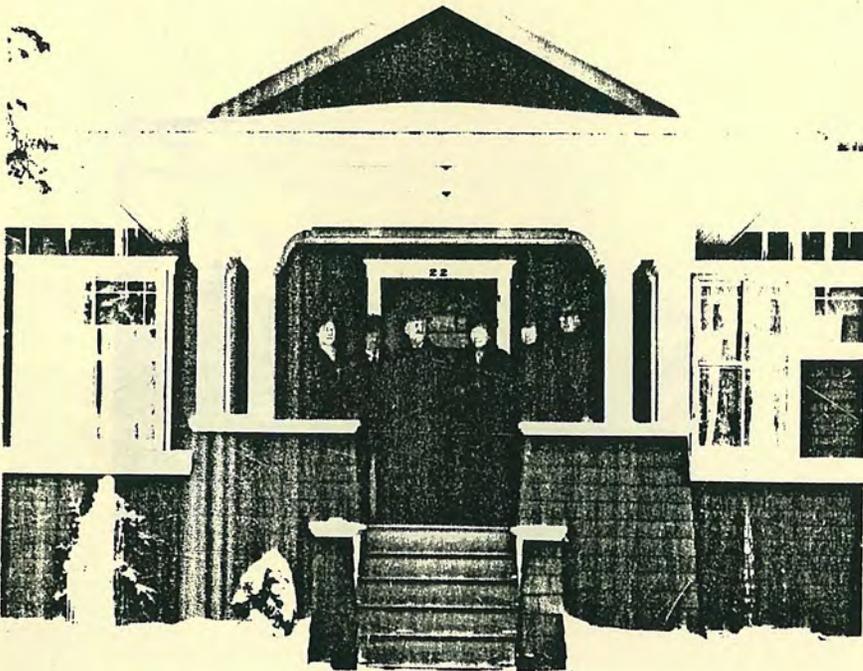
The study group was allowed to spend up to \$20,000 from the historic preservation fund to accomplish its assignment. There have been four separately contracted studies:

RECOMMENDED ACTION

1. Background studies, research and overall report coordination.
2. Interviews with property owners in the Second and Christensen area.
3. Preparation of pedestrian scale historic wayside exhibit plan.
4. Preparation of legal documents (resolution, ordinance and contract).

The study group met with the Assembly subcommittee and members of the Capital Projects Office as recommendations were developed. On the subcommittee's advice, an Attorney General's opinion about use of SB 168 funds was requested. Completion of the study group report was postponed to allow for receipt of this opinion. The opinion has been received and is included as Appendix C; the study group is now pleased to submit its completed report to the Anchorage Assembly.

Original entrance to Edes residence, 610 West 2nd Avenue.
Courtesy of Anchorage Historical & Fine Arts Museum.



HISTORIC PRESERVATION

WHY IT MATTERS

Citizens in Anchorage are supportive of historic preservation because:

1. Through understanding of our past we gain a sense of community pride, and see our lives as part of an ongoing community.
2. Historical points of interest are tourist attractions, strengthening Anchorage's appeal for tourists and benefitting the retail and service sectors of the economy.
3. Historic preservation will reinforce downtown Anchorage as an interesting and vital pedestrian environment.

People often think that to be of value history must be old; but Anchorage's history has a special interest simply because it is so recent. Very few cities of Anchorage's size and stature could boast that in 1914, only 72 years ago, the site of the downtown was an unsubdivided forest. Even more startling is the fact that since the 1940's Anchorage has grown from a sleepy small town of around 4,200 to today's community of a quarter of a million. It is also unusual for a city to still have buildings that were part of its beginning years. Anchorage has several in the downtown commercial area, as well as the residential structures at Second and Christensen. This program places a high priority on preservation of the integrity of this residential area; projects located elsewhere in the Anchorage Historic Railroad Town area (the original townsite and the railroad yards) would receive the next level priority of support.

Under the study group proposal, the commercial and residential structures remaining in the original townsite from this recent and fascinating history would be highlighted by a system of attractive pictorial wayside markers, and the historic residential area would be enhanced with various preservation activities such as infilling, landscaping and markers. Anchorage's history

HISTORIC PRESERVATION - WHY IT MATTERS

would thus become a more visible tangible community asset. Preservation funds would be made available to purchase easements, thus assisting in financing structural rehabilitation.

In summers the downtown is filled with tourists wandering about seeking to "see" Anchorage. The markers and preservation projects would provide what they are seeking, increasing their satisfaction with the visit and contributing to longer stays and return trips. Already, the Christmas Hearthside Tour of historic residences gives many school children a glimpse of their community's past. Maintaining and expanding this opportunity would have strong community educational value. In future years, the interpretive program may be expanded to other sites within the original townsite, and has the potential of later being expanded to structures located elsewhere in Anchorage.

Edes residence as modified.



RAILROAD TOWN HISTORY

In the early 1900's, the federal government became interested in developing a transportation system in Alaska which would facilitate the development of natural resource extraction from the State. The railroad played an important role in natural resource extraction. Most minerals were at inaccessible locations. The White Pass and Yukon Railroad was built to haul gold from Whitehorse to Skagway; The Copper River and Northwestern Railway was constructed to move copper from the Kennecott mine 195 miles to Cordova. In 1904, construction began on the Alaska Central Railroad, including a terminal dock and wharf at Seward, and track. The line was intended to provide service to Cook Inlet, the Knik junction; through Broad Pass to Nenana. Progress was slow; in the fall of 1909, Alaska Central was bankrupt.¹ Alaska Northern Railway Company assumed control of the project in 1910. Track had been installed to mile 72 (Kern Creek). The railway was not able to generate much revenue yet. It was a long distance to the mines. Pressure was placed on the federal government to take over more than one railway in Alaska.

On August 24, 1912, Congress approved 37 Statute 517, which established the Alaska Railroad Commission. President Taft appointed the commission, which was chaired by Major Jay J. Morrow, of the Corps of Engineers. This Commission was charged with the task of recommending a route and preparing a budget to construct the railroad from the coast to the Interior. The report was due to be submitted to Congress "on or before the 1st day of December, 1912, or as soon thereafter as practicable."²

The report was submitted to Congress January 20, 1913; it was subsequently published by the Government Printing Office. The Commission recommended construction of 733 miles of track, with an estimated cost of \$35,000,000.

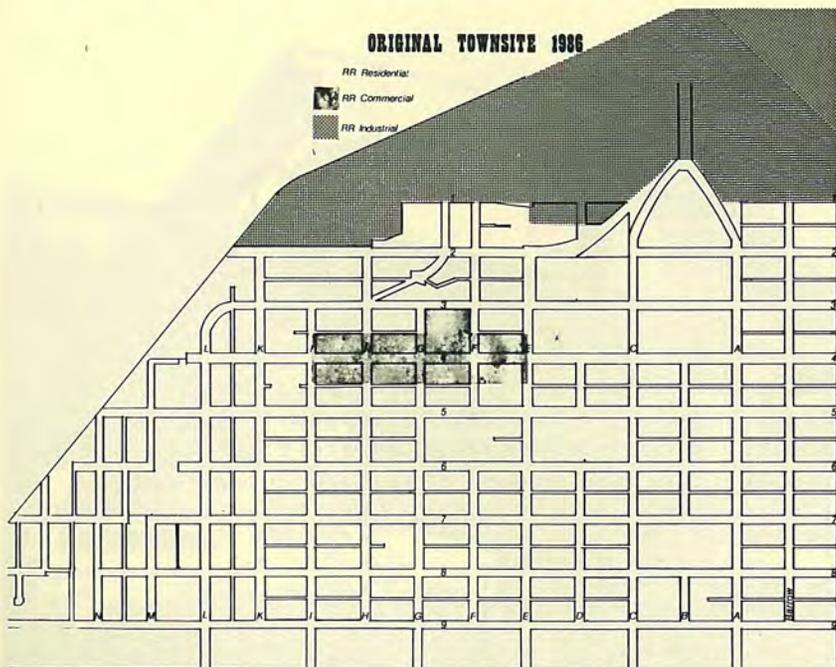
1. William H. Wilson, Railroad in the Clouds, (Boulder: Pruett Publishing Company, 1977), p. 7.
2. Railway Routes in Alaska, Message from the President of the United States, Document #1345, 62nd Congress, 3rd Session, Read February 6, 1913, p. 135.

RAILROAD TOWN HISTORY

The study analyzed several routes. It introduced the concept of using a Cook Inlet site as the terminus of the railroad. Access to the interior from a port was an important consideration. (Points analyzed but not recommended included Skagway, Haines, Iliamna Bay, Valdez, Katalla and Controller Bay.) Cook Inlet and Cordova emerged favorably as terminal points. "Knik Harbor, sometimes called Ship Creek, in Cook Inlet (1,650 miles from Seattle) has been suggested as a possible summer terminal for the Matenuska (sic) coal..."³

Woodrow Wilson had been installed as President in 1913. On May 2, President Wilson notified the Secretary of the Interior to begin surveying the recommended route. Thus, the Alaskan Engineering Commission (AEC) was created to conduct the surveys. William C. Edes, with thirty-five years of experience locating and constructing railroads, was selected to chair the AEC. Frederick J. Mears, an engineer with experience gained through the Great Northern and Panama railroad projects, was also selected. A surveyor, Thomas Riggs, Jr. brought "Alaskan experience" to the team. He had previously served on the Alaska Boundary Survey Commission, which surveyed the Alaska-Canada border. (Riggs became Governor of Alaska in 1918, and served until 1921.)

Original land uses in the early Anchorage townsite.



Authorization to proceed occurred the following year. The Enabling Act, 38 Statute 305, was approved March 12, 1914. The Commissioners left Seattle, bound for Ship Creek, on May 26. They arrived at Ship Creek on the steamer DIRIGO with crews and equipment June 6.⁴

A headquarters camp was established at Ship Creek.⁵ The map of Ship Creek produced by the AEC in 1914 identified six buildings on land today owned by the Alaska Railroad, and three other located further up the creek in the region now used for warehouses. The townsite was identified, yet not disclosed. (Between 1912 and 1914, at least three families lived at Ship Creek: the J.D.

RAILROAD TOWN HISTORY

Whitneys; the Jim St. Sinclairs; and Jack and Nellie Brown.)⁶ By the middle of October, surveying was completed. The AEC submitted a report in Washington, D.C. February 11, 1915.⁷

By March of 1915, speculation was occurring at Ship Creek. The first "tent-city" appeared.⁸ On April 10, 1915, President Wilson selected⁹ the Western, or Susitna, route for the Alaska Railroad. This route determined the importance of Ship Creek.

The duties of the AEC were expanded to include construction of the railroad. Edes' title was expanded to Chief Engineer.¹⁰ Mears received responsibility for construction. He arrived in Ship Creek with his crew April 26, unexpectedly finding a growing community with a population of about 2,000.¹¹ Construction activities began April 29.¹² In June 1915, the federal government purchased the Alaska Northern Railway Company, including the line north from Seward.

240 acres of land were cleared in Ship Creek. The townsite was surveyed. Andrew Christensen, Chief of the Alaska section of the General Land Office, supervised the layout of the townsite which, by that time, had been named Anchorage by the federal postal service. 160 acres were divided into 121 blocks, 300 feet square. 1,407 lots were platted, most often 50' x 140' in size. Blocks were bisected by 20' alleys; streets and avenues were established at 60' wide,¹³ with the exception of 4th Avenue, which was 80' wide. Land was first auctioned by Christensen in July, 1915; development of the town centered around Fourth Avenue began that summer.

1916 was a busy year for the AEC. By September,¹⁴ there were 3,582 employees working out of Anchorage. (The population of Anchorage is estimated to have been 4,500 at that time.)¹⁵ The AEC assumed responsibility for the installation of utilities. Water lines were initially installed in the townsite in September; telephone service began in the fall. The AEC power plant began operation in 1916. The AEC¹⁶ also developed sanitation and fire control regulations.

3. Ibid, p. 104.
4. Bernadine LeMay Prince, The Alaska Railroad (Anchorage: Ken Wrays Print Shop, 1964), p. 11.
5. Alaska Engineering Commission Reports, March 12, 1914 to December 31, 1915, Document #610, Part 2, 64th Congress, 1st Session, 1916, Map 13.
6. Claus M. Naske and L.J. Rowinski, Anchorage, A Pictorial History (Virginia Beach/Norfolk: Donning, 1981), p. 37.
7. Prince, p. 11.
8. Michael E. Carberry, Patterns of the Past, (Anchorage: Northern Printing, 1979), p. 6.
9. Prince, p. 11.
10. Ibid, p. 23.
11. Naske and Rowinski, p. 42.
12. Prince, p. 23.
13. Carberry, p. 7.
14. Prince, p. 53.
15. Naske and Rowinski, p. 56.
16. Carberry, p. 11.

RAILROAD TOWN HISTORY

Recognizing the need for permanent housing, the AEC began the construction of cottages. In 1915, fourteen AEC cottages were built from stock plans on the area now known as Government Hill. The following year, it was determined that employee housing was more desirable in the townsite.

Twenty AEC cottages were built in the townsite on blocks 15, 16, and 17 in late 1916.¹⁷ Today, eight remain at their original sites. These are:

| | <u>Original Occupants</u> | <u>Address</u> |
|------------|---------------------------|------------------------|
| Cottage 20 | Gerber | 534 W. 2nd |
| Cottage 21 | Christensen | 542 W. 2nd (connected) |
| Cottage 22 | Edes | 610 W. 2nd |
| Cottage 23 | DeLong | 618 Christensen |
| Cottage 24 | Murphy | 632 Christensen |
| Cottage 25 | Watts | 529 W. 3rd |
| Cottage 26 | Dr. Benedict | 535 W. 3rd |
| Cottage 27 | Kobely | 542 W. 3rd |

Decoration Day parade, May 30, 1917, on 4th Avenue.
Photo by E.S. Hunt.



Concurrent with the construction of the above projects, the AEC built the Pioneer School in 1915. It was a primitive building, with inadequate utility service. The second school, a three story building, was completed by the AEC in December 1917.¹⁸ The AEC also¹⁹ assumed responsibility for hospital service in 1916. Construction of the 50 patient hospital took place from August to December. By 1917, the AEC had built an operational sewer system. In January, a deputy marshall arrived in Anchorage.

Meanwhile, construction of the railway continued. When the federal government assumed the Alaska Northern Railway Company in June, 1915, 70.8 miles of track were in place.²⁰ Work on the line progressed from Seward toward Anchorage. The first two²¹ passenger cars for the line arrived in September 1916.

RAILROAD TOWN HISTORY

In 1917, the AEC relocated its headquarters from Seward to Anchorage. (The AEC employed an average of 4,466 workers.) The main line was extended thirty-five miles in 1917 (mile 79 to mile 115).²²

1918 brought many changes. In January, Major Mears resigned from the AEC, to join the National Army. The AEC labor force decreased dramatically to 2,550. According to Bernadine LeMay Prince, "In proportion to its population, more men entered military service from Alaska than from any other section of the United States. At least 50 percent of the Anchorage Engineering Commission clerical and engineering personnel enlisted."²³

By January 25, Mears had been promoted to Colonel. On April 25, Riggs resigned from the Commission to become Governor of Alaska.²⁴ Chairman Edes stayed on, but was ill. William Gerig assumed responsibility for the AEC. By September 10, the last 17 miles of the Seward to Anchorage line were completed.²⁵ 168 miles of track were in operation between Seward and Fairbanks.²⁶ Municipal utilities and services were in place; thus, the AEC had accomplished most of its assigned objectives. During the next years, work continued on the line to Fairbanks. The Anchorage population dropped to 1,856 by 1920.²⁷ The city grew slowly until WWII.²⁸

The Anchorage Engineering Commission thus played a major role in the development of early Anchorage. The AEC had planned the railroad, built a company town to support and house their employees, attracted a stable work force, and linked Anchorage to the port at Seward. The town became self-governing.

The former frontier town matured into a young city. It had weathered early social problems of bootleg liquor, prostitution, and gambling. The AEC had developed an infrastructure to attract and sustain a resident population. In 1920, the Chamber of Commerce worked with the AEC to develop a plan for local control. On

17. Ibid, p. 26.
18. Naske and Rowinski, p. 57.
19. Prince, p. 53.
20. Ibid, p. 3.
21. The prevailing wage at that time was \$3/day; the AEC offered room and board to employees for \$38/month. It was difficult for workers to support families on the remainder.
22. Wages increased; unskilled laborers were paid \$4/day in 1917.
23. Prince, p. 208.
24. Ibid.
25. Ibid.
26. Ibid, p. 209.
27. Naske and Rowinski, p. 60.
28. The 1939 U.S. Census lists the Anchorage population as 4,229.

RAILROAD TOWN HISTORY

November 2, 1920, more than two-thirds of the voters approved the incorporation issue in an election.²⁹ Leopold David was elected the first Mayor. The first boom era in Anchorage had ended.

Mears House, which had been located on 2nd Avenue.
Courtesy of Marilyn Richards.



GOALS & GUIDELINES

The Anchorage Bowl Comprehensive Development Plan, adopted September 28, 1982 identifies general development goals for the Downtown Business District. These goals are clearly consistent with the historic preservation objectives of the Historic Landmarks Preservation Commission, Historic Anchorage Inc. and the Alaska Association for Historic Preservation. Long term objectives include the following:

- "Promote a mixture of financial, retail, cultural, recreational, government and service-oriented development in the CBD..."
- "Develop the Central Business District to a human scale inter-relating open space structures and pedestrian movement, safety and comfort."¹

Policy recommendations guide the accomplishment of the objectives. Pertinent policies stated read:

- "Encourage the preservation of historical resources in the original townsite area and the development of a historic railroad town complex."
- "Encourage the development of the downtown as a multiple-use district structured for the development of entertainment, lodging, governmental and selected high-value retail functions."²

The comprehensive plan outlined goals for Parks, Trails, Greenbelts and Open Space. The following is relevant to this project:

- "To create a pedestrian-oriented system of parks and greenways linking open spaces and residential neighborhoods and existing and proposed park lands and school sites."³

The Anchorage Central Business District Comprehensive Development Plan further identifies development goals for the downtown area, which includes the original

29. Wilson, p. 110.

1. Municipality of Anchorage, Anchorage Bowl Comprehensive Development Plan (Anchorage, 1982), p. 67.

2. Ibid.

3. Ibid, p. 44.

GOALS & GUIDELINES

Blanket toss outside of City Hall during the 1940's. The buildings across E Street were demolished after the 1964 earthquake.



Anchorage Townsite. Preservation is an issue that was acknowledged in the introduction to the plan and in Chapter VII (Historic Preservation Program).

The plan acknowledged the need for reconciliation of historic preservation with increasing development pressure.⁴ The authors found that historic preservation was a concern of Anchorage residents. The study identified three areas as appropriate for historic preservation programs: the 2nd Avenue and "F" Street area; the 4th Avenue retail district; and Block 66.

Recommendations of the CBD plan included:

- "The 2nd Avenue and F Street area should become a historic cluster with on-site and infill historic preservation. The Municipality should assist property owners in restoration and rehabilitation efforts.
- "A historic district designation should be applied to the portion of 4th Avenue that has functioned as the "Main Street" of Anchorage; this would allow property owners and lessees certain incentives in maintaining and rehabilitating significant structures. Recommended street-level improvements should be visually compatible with the historic orientation of the district."
- "A revolving fund concept has been suggested to promote historic preservation efforts; the comprehensive historic preservation program will require a specialist in historic preservation methods to coordinate the program."⁵

The preceding goals and guidelines served as a basis for the programs and implementation/administrative mechanisms presented in this study.

BACKGROUND: PREVIOUS STUDIES

Since 1980, the Municipality has completed at least five studies of methods and techniques for historic preservation. Each of these studies recommended incentives to encourage private sector preservation efforts and use of a non-profit or public corporation to work with private property owners. This approach has been used successfully in many communities throughout the United States.

In 1980, the legislature granted \$80,000 to the Municipality of Anchorage for an historic preservation study. Charles Hall Page produced Historic Building Relocation & Adaptive-Use Study, in October. This study introduced the concept of development of a Railroad Town cluster of historic buildings within the original town-site. Twelve sites were evaluated. Three locations were selected for further analysis: the Buttress between 1st and 3rd Avenues at "E" Street; the GSA Motor Pool at 2nd and Christensen, and Block 77. The Buttress site was recommended as the most economically feasible.

The Charles Hall Page Study further recommended that a nonprofit organization be selected to develop and manage a historic cluster, to provide structural improvements, and operate/maintain common areas within the project site. Non-profit historic corporations have successfully demonstrated in many communities the ability to act quickly; to operate at a lower overhead than governmental agencies; to involve volunteers with expertise in historic preservation; and to successfully receive charitable contributions which may be converted into resources for the community. The page study further suggested that the nonprofit firm would need to employ a project manager, who would report to its board of directors which should include representatives of the related public agencies. Legislative funding for the project was then sought.

In 1981, the legislature passed Senate Bill 168, the municipal aid program, effective July 1, 1981. The act required approval by local voters for projects with budgets of \$1,000,000 or greater. Subsequently, on October 6, Anchorage voters favored using \$59,295,000

4. Municipality of Anchorage, Community Planning Department, Anchorage Central Business District Comprehensive Development Plan (Anchorage, 1982), p. 21.
5. Ibid, p. I-28.
1. Charles Hall Page & Associates, Inc. and Economic Research Associates, Historic Building Relocation & Adaptive - Use Study, 1980.

BACKGROUND: PREVIOUS STUDIES

State grant funds for community historical and recreational facilities and capital improvements including \$4,560,000 for Railroad Historic town. 67% of the voters supported the proposition.

The On-Site Preservation Study and Landmark Designation Ordinance followed.² Block 66 then emerged as a preservation issue. The report reviewed various methods for historic preservation, including the use of easements, tax incentives, and the establishment of a revolving fund. The study suggested that a revolving or a regenerating fund be managed by an existing non-profit organization, such as Historic Anchorage, Inc.³ During mid-1982, the Preservation Coalition Report was produced. The three groups recommended that: three downtown areas be preserved (Block 66, 2nd and F, and selected buildings on Fourth Avenue); a revolving fund be created; a historic preservation officer be hired; older residential buildings be relocated; the Lathrop Building and others on Block 29 be preserved; and preservation be extended to other historic resources. Mundy, Jarvis and Company and the Conservation Company were later hired to analyze the feasibility of preserving existing structures on Block 66.⁵ Their recommendations in November 1982 included the need for municipal authorization for preservation activities to be provided by a non-profit or public organization.

Following that recommendation, the Municipality created a public nonprofit corporation called the Heritage Resources Corporation (HRC).⁶ The Articles of Incorporation defined HRC's purpose as:

"To protect, enhance, preserve and use buildings, site, structures and objects in the Municipality of Anchorage having cultural, architectural, engineering, geographic, archaeological or historical significance."⁷

Successful relocation/adaptive reuse of historic buildings owned by Dr. Kenneth Richardson.



BACKGROUND: PREVIOUS STUDIES

Initial board members included municipal employees (Mike Carberry and Allen Marsh) and community representatives interested in historic preservation (John Baker, Jr. and Robert Spitzfaden).

While sanctioned, HRC did not receive municipal funding, nor was it staffed. The organization lacked motivation, the support of a larger membership, and experience as an organization.

In January 1984, the Downtown Preservation Plan was published in draft form. Subtitled "Part 1 Relocation Component," of the plan introduced the "Adopt-a-House" concept. Approximately half of the text of this volume is an inventory of the houses donated to the municipality and stored off their original sites. Recommendations included: in-fill at four sites (Buttress, 3rd & L, GSA Motor Pool, and Block 66); funding of the Heritage Resources Corporation and a director; Municipal publication of a book on rehabilitation; and leadership by the Capital Projects office in the development of a relocation plan.

The Capital Projects Office hired a team led by Land Design North later in 1984 to provide a Preliminary Master Development Plan for the buttress area. A Request for Proposals was prepared in 1985, to be issued to developers. Concurrently, the Capital Projects Office sought to rezone the Buttress site from PLI to B2B so that commercial activities could be permitted in the development. The rezone was denied by the Planning and Zoning Preservation Commission April 15, 1985. Subsequently, the municipality offered to give away the houses in an "Adopt-a-House" program.

The "Adopt-a-House" program disbursed structures to sites throughout the greater Anchorage area. To date, only in house, the Oscar Gill house, has been relocated within the original Anchorage townsite. Two residences have not been adopted: AEC Cottage 28 and the Stiver House (built in 1939).

2. Municipality of Anchorage and The Conservation Company, On-Site Preservation Study and Landmark Designation Ordinance.
3. Ibid, p.29.
4. Preservation Coalition Report (Anchorage, Historic Landmarks Preservation Commission, Historic Anchorage, Inc. and Alaska Association for Historic Preservation), 1982.
5. Mundy, Jarvis and Company and The Conservation Company, Benefit/Cost Analysis of Optional Historic Preservation Scenarios Block 66 Original Townsite, 1982.
6. The State of Alaska Department of Commerce and Economic Development issued a Certificate of Incorporation, Heritage Resources Corporation, February 17, 1983.
7. Articles of Incorporation of Heritage Resources Corporation, February 11, 1983, p.1.
8. Municipality of Anchorage (Historical Landmarks Preservation Commission and Community Planning Department) Downtown Preservation Plan, Part 1, Relocation Component, 1984.
9. Part 2, to have addressed on-site preservation, was not produced.

BACKGROUND: PREVIOUS STUDIES

Until now, municipal efforts to promote historic preservation have had a limited effect. However, by passing AR 85-173 (S-1), establishing a historic preservation fund, the Anchorage Assembly demonstrated its interest in permitting the use of historic preservation funds for historic projects. Thus, the funds may be used to benefit the public, tourism, and the downtown Anchorage economy; while fulfilling the original intent of the voters in 1981.

Only eight of the AEC cottages remain at their original downtown sites.



PROPOSED PROGRAM

Assembly Resolution 85-173 (S-1) gave the study group the assignment of recommending "the best program for use of the funds." In undertaking this assignment the study group found that there were primary needs which must be met with this program. These were:

1. The program must be designed so that the total remaining Anchorage Historic Railroad Town entitlement could be transferred from the state to the Municipality. Currently, approximately \$1.5 million of the remaining entitlement is still in Juneau. Unused, these funds are threatened with reappropriation and reallocation by the State Legislature.
2. The program must fulfill the intent of the voters in 1981 in approving expenditure for "Anchorage Historic Railroad Town." The concept at that time was that Anchorage would have a cluster of historic structures, visibly representing the early railroad community and located within the original townsite or the railroad yards.
3. The program must allow for gradual use of the funds over three years. Since most historic properties are privately owned, opportunities for preservation arise over time depending on the circumstances of the private owner. A gradual process of financial and technical assistance would be far more effective than immediate expenditure in accomplishing the public purposes of historic preservation.

The proposed program responds to these three primary needs as follows:

1. The total remaining entitlement would be placed in the Historic Preservation Project Fund and dedicated to financing historic preservation projects. The Municipality would contract with a nonprofit corporation to

PROPOSED PROGRAM

manage the funds. Thus, funds would be dedicated and the total entitlement could be transferred from the state to the Municipality.

2. In accordance with the 1981 vote, the project area is defined as the original historic railroad town area, i.e., the original townsite and the railroad yards. Expenditure of the principal must occur within this project area, and priority will be given to preservation and enhancement of a cluster of historic structures at the Second and Christensen area.
3. The proposal calls for gradual use of the funds through purchase of property interests, financial incentives for historic preservation, historic rehabilitation and other forms of preservation.

Second Avenue housing construction in 1916.

* * * * *

The primary proposal of the study group is for an ongoing incentives program actively administered by Historic Anchorage, Inc., serving as a contractor responsible to the Capital Projects Office. The contractor would contact property owners, provide information about the historic preservation fund and the opportunities for loans and purchase of easements or development rights under the fund, negotiate appropriate benefits for the Municipality in terms of preservation open space of facade easements, and otherwise package proposals so they can be submitted to the Historic Landmarks Preservation Commission and the Assembly for approval. The contractor would also inform property owners through newsletters, press contact or personal discussions of other available benefits for historic preservation. These include:

1. Recognition - listing on the National Register of Historic Places; inclusion in the national and local historic wayside marker system.



In the residence district, Anchorage, Alaska

PROPOSED PROGRAM

2. Federal tax deductions - the value of easements donated to an organization such as the Municipality or HAI qualify as charitable contributions currently deductible from taxable income.¹ Federal IRS codes specify the requirements for using this type of deduction.
3. Federal tax credits - substantial rehabilitation of certified historic properties qualifies the owners for an investment tax credit of up to 25% of the costs of rehabilitation of an historic commercial or rental residential building. This benefit can be combined with favorable accelerated depreciation allowances for historic buildings.
4. State historic district loans - properties within historic districts are eligible for 7.5% state loans for historic preservation. (However, it should be noted that only \$100,000 is available statewide within the current loan program.)²
5. Property tax relief - Alaska statutes (Section 29.53.025) give municipalities the option of establishing an ordinance granting whole or partial exemption from taxation of historic sites, buildings and monuments. Establishing this additional incentive for historic preservation would require separate Assembly action. (Some historic communities in other states place a cap on local taxes, and direct those amounts over a certain level to a redevelopment authority.)
6. Other national loan programs - FHA (Title I) offers loans of \$15,000 per residential unit and the National Trust Program, which awards small grants to pay for historic preservation consulting services. These programs are highly competitive.

1. Internal Revenue Code 46, 48, 170, 2055.
2. AS 29.53.025(b)(2)(c), AS 29.53.025(e) and AS 29.53.025(f).

PROPOSED PROGRAM

In addition to the incentives program, the historic preservation project fund could also be used for out-right purchase or lease of property or property interests. Purchase or lease may be an appropriate means of securing vacant lots for relocation of historic structures or a site for a wayside marker. Purchase of an historic preservation easement may be the most feasible with the consent of the property owner covenants may be attached to a parcel, means of ensuring the preservation of some properties.

Three types of easements exist: scenic (open space), facade, and interior. Scenic easements may be structured to protect views; facade easements may be drafted to restrict exterior changes to a building; interior easements are seldomly applied to privately held buildings. As in the financial incentives program, the contractor would be responsible for identifying, negotiating and packaging specific individual proposals. Approval authority would rest with the Assembly (with advice from the Historic Landmarks Preservation Commission.

Fourth Avenue storefronts during the 1940's.



* * * * *

The study group recommends that the historic preservation project fund be used in three areas of the Municipality in different ways and with different degrees of emphasis. In order of funding preference, the three geographical areas are the Second and Christensen neighborhood; projects at other locations within the original townsite; and projects located in Anchorage, yet outside of the original townsite.

Historic preservation projects in the Second and Christensen area would be the highest priority use of the fund. As the original residential neighborhood in Anchorage, this area is the core of Anchorage's residential railroad town. A number of the houses of famous early citizens - for example, Leopold David, Anchorage's first mayor; Andrew Christensen, the land commissioner who auctioned the townsite; and William

PROPOSED PROGRAM

Edes, chairman of the Alaska Engineering Commission - still remain on their original locations. Several owners have independently preserved their properties. Interviews with owners in this area indicate that a number favor historic preservation, provided there is an indication that the neighborhood as a whole will be upgraded and that their economic interests may not be impaired.

For this reason, the study group recommends that the contractor proceed with the downtown preservation project to serve as a showpiece and leader for neighborhood preservation efforts. Infilling with historic structures of the period could be combined with preservation or rehabilitation and also landscaping employing traditional Anchorage shrubs and flowers. The wayside marker system, proposed in this report, would enhance public appreciation and understanding of this historic area.

Since the 1981 concept of the historic railroad town encompassed the whole Original Townsite, other projects in downtown Anchorage would also be eligible for historic preservation project funds. Some possibilities include:

- Fourth Avenue Theatre restoration. The study group proposes that the contractor work with the Alaska Pacific Bank to raise funds for historic restoration (as opposed to maintenance and ongoing repair). This would include repainting, refurbishing of carpet and historic fixtures, repair of marred woodwork and other features in the preservation of the interior and exterior facade. The bank has expressed a strong interest in working to raise funds for this purpose. The study group proposes that up to \$200,000 of the historic preservation project monies be offered as a challenge grant to be matched by private donations and then used by the Municipality for historic restoration.

PROPOSED PROGRAM

- Facade rehabilitation along Fourth Avenue. The loans, grants, and other incentives could also be used to encourage owners of historic buildings, for example, the Reed Building or buildings in the block opposite City Hall, to restore the historic appearance of these facades and thus improve the overall appearance and the rest of the central part of historic Fourth Avenue.
- Kimball Building and/or other original railroad town era structures. This building, constructed in 1915 as part of the initial townsite development, is representative of Anchorage's original commercial development. Depending on the owner's interest and Assembly approval, a portion of the historic preservation project fund could be used in the future to acquire a conservation easement to enable preservation of this historic building and continuation of its traditional commercial uses.

Wayside marker system.



The study group also considered use of the fund in locations outside of the Original Townsite and the railroad yard area. Though Anchorage originated in the historic railroad town project area, there are some historic sites in other parts of the municipality worthy of preservation. Examples include sites in the Eklutna area, the Crow Creek mine, the railroad station at Girdwood, and several of the structures immediately south of Ninth Avenue. The intent of the 1981 ballot limits use of the principal of the historic railroad town monies to the identified project area. However, under the study group proposal there will be second generation funds from interest and other revenues. These funds would be available for qualified projects outside the railroad town area.

* * * * *

PROPOSED PROGRAM

The proposed program also includes a project of placing historic pedestrian-scale wayside exhibits which would identify and describe historic structures in the downtown area and tie together points in a downtown walking tour. The exhibits would be plaques using some text, but mostly historic photographs and illustrations, providing background about historic downtown buildings and giving visitors an easy and attractive walking tour in the central downtown and Second and Christensen area. (See Appendix F). This proposal has been discussed with the Anchorage Convention and Visitors Bureau, and the historic tour would be highlighted in their walking tour brochure.

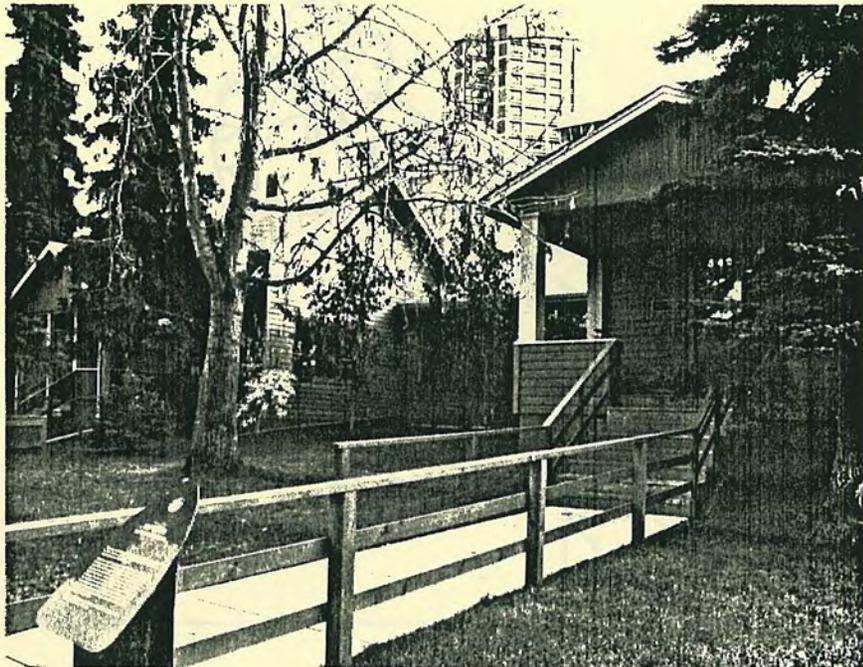
Placement of the plaques would be carefully integrated with the system of pedestrian amenities on Fourth Avenue, D and F Streets. The antique light fixtures on Fourth Avenue are proposed as a symbol of the exhibits and, in several cases, plaques would be affixed directly to the light posts. At the Second and F Street site for example, addition of an antique light fixture will help identify the wayside exhibit and provide continuity to the appearance of the overall system. The wayside exhibits will not only give recognition to Anchorage's history, but will also contribute to tourism and, thus, to the economy of the community. Visiting historic sites has been rated as one of the most popular tourist activities. Anything Anchorage can do to heighten its interest as an historic community will serve to lengthen the time tourists spend in the city and increase the economic benefit of tourism.

Anchorage's downtown symbolizes the community as a whole. It is the place where residents bring their visitors when they want to have them "see Anchorage" and to show off the heart of the city. Interpretive signs will help people to appreciate Anchorage's recent origins. Photographs could show that only 70 years ago Fourth Avenue was a forest. Until World War II Anchorage was a town with approximately 4,200 people; most development was clustered in the original townsite.

PROPOSED PROGRAM

Though Anchorage's history is modest, it has a pioneer flavor and recency that makes it unique and interesting. The wayside exhibits will serve to heighten and explain this early history to the benefit of both local residents and visitors.

Christensen House at the corner of Second Avenue and F Street.



IMPLEMENTATION

In addition to a proposal for use of "The Fund", Assembly Resolution 85-173 (S-1) asks the Study Group to recommend the method of implementing the proposed program. To develop this recommendation, the study group analyzed historic preservation programs in other communities and also reviewed the series of reports on historic preservation that have been prepared for the Municipality of Anchorage. These reports, ranging from the initial report on the "Historic Railroad Town" prepared by Charles Hall Page, to the more recent "On-site Preservation Study" are consistent in their recommendation that a nonprofit a public corporation be used for historic preservation purposes.

In 1983, in response to these recommendations, the Municipality created a special nonprofit corporation for historic preservation, the "Heritage Resources Corporation". However, this corporation never functioned in an effective manner, probably because it was created by the Municipality, rather than by a group of interested citizens, and was also never provided with staff. It lacked momentum in initiating historic preservation.

The Study Group found that in nearly every community with a successful historic preservation program, a nonprofit corporation has played a central role. Some relevant examples are:

- * Historic Seattle Preservation & Redevelopment
- * Foundation for San Francisco's Architectural Heritage
- * Portland Development Commission
- * Historic Galveston Foundation
- * Society for the Preservation of New England Antiquities
- * Historic Annapolis

METHOD OF IMPLEMENTATION

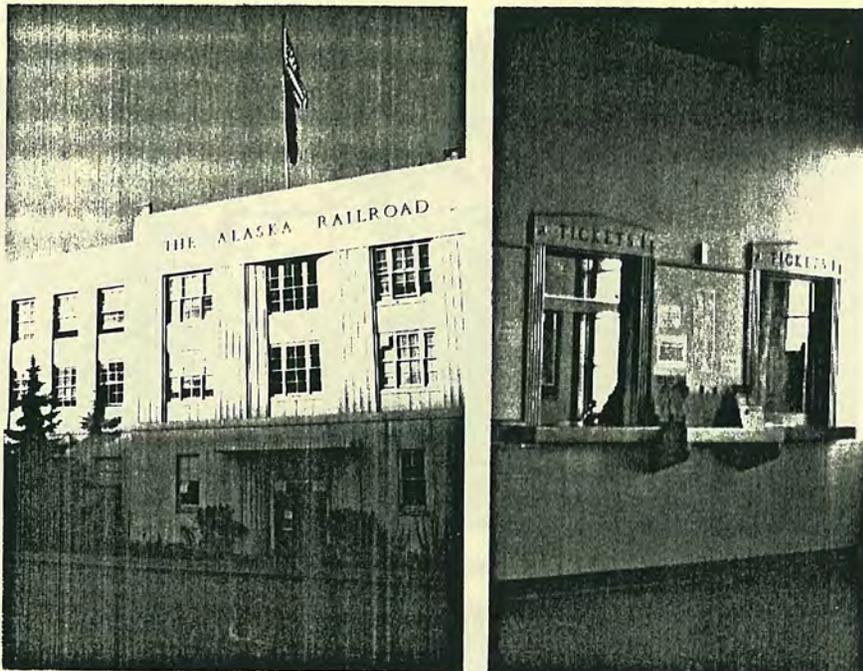
- * San Antonio Conservation Society
- * Los Angeles Conservancy

Unlike most other public interest purposes, historic preservation generally involves a number of very different privately owned properties. The public value is in the historic character of the building, though the ownership is privately held. Preserving this public value often requires a carefully tailored process of working with individual owners to give them with information about aids and incentives for preservation and to develop financial arrangements fitting the individual situation.

The particular strengths of a nonprofit in this sort of program are as follows:

- o Nonprofit organizations are not "government." Past experience and research indicate that many individuals, corporations and organizations do not like donate to governmental agencies. A nonprofit corporation with a clear cut purpose such as historic preservation gives the potential donor assurance that the gift will be used for the purposes intended. Nonprofits can work with private owners on a citizen-to-citizen basis without governmental overtones or the threat of governmental regulation and control.
- o Nonprofit organizations often can act more quickly and aggressively than governmental agencies, and are thus more effective in responding to the needs of the owner of an historic property.
- o Nonprofits can solicit gifts of donations and recognize donors in a way that is generally prohibited to government. The media is often strongly interested in philanthropic donations particularly to nonprofit entities.

Ticket counter in the Alaska Railroad Terminal.



METHOD OF IMPLEMENTATION

Nonprofits can be effective in public relations and in building support for historic preservation. Nonprofits are eligible to accept grants from both public agencies and private foundations.

- o Nonprofits can be flexible. They may accept property which is not a particularly historic resource by itself, give a tax benefit to the donor, make the property more attractive, then sell the property, and use the revenue for additional historic preservation purposes.
- o Nonprofits can draw on the wide range of experience and expertise of their board members. This can enable the nonprofit to operate on an overhead lower than that required of public agencies in order to provide an equivalent level of service.
- o Nonprofits involve the public. As a group of volunteers, a nonprofit organization contributes to the well-being of the community by encouraging citizen involvement in public service projects.

The study group recommends that the Municipality enter into a nonprofit service contract with Anchorage's nonprofit historic preservation organization, Historic Anchorage Inc. (HAI) to accomplish the proposed historic preservation program. HAI has a proven track record of interest and accomplishment in historic preservation. The organization was the primary originator of the railroad town proposal and a proponent of its inclusion on the 1981 ballot. HAI is fully committed to seeing the railroad town project implemented.

The proposed contract would give HAI responsibility for administering the Historic Preservation Project Fund. This would involve negotiating with financial institutions to develop an agreement which would maximize return from the fund and provide a favorable loan program for historic preservation projects; contacting and

METHOD OF IMPLEMENTATION

negotiating with property owners to help them participate in the historic preservation program; and identifying projects and packaging proposals for use of the fund for approval by the Assembly or administration depending on the amount involved. The net result of this should be the infilling, enhancement and preservation of the Second and Christensen area and of other historic structures in the Original Townsite. Interest and other revenues gained from the fund would be made available outside the railroad town project area.

Historic Preservation Program study group in work session with Assemblyman Bill Faulkner.



MANAGEMENT OF FUND

The study group researched various methods of managing the designated funds with the objective of accomplishing leverage with the resource. The purchasing power of the fund could be increased through several methods:

- receiving the remainder of the funds from the state, so that interest for those funds could be reinvested in the fund;
- making the majority of the funds available for low-interest loans, rather than direct expenditures;
- through working with individual property owners, a Project Manager employed by the nonprofit corporation administering the fund could counsel property owners on other incentives for historic preservation available on the state or national level; structuring loan programs so that they would leverage a higher level of investment and redevelopment;
- applying for additional grant funds from sources located outside of the state; nonprofit historic preservation programs are eligible to receive matching grants from the National Trust for Historic Preservation, and may also receive grants from private foundations.

Dedication of these funds to the historic preservation program introduces the possibility of using the interest of funds not yet allocated as a permanent, regenerating source of revenue for future preservation activities. If managed by a nonprofit corporation, there is a strong likelihood that the program will become the recipient of donations and grants. It would be in the best interests of preservation efforts to maintain all of these assets in a single account. This will facilitate accurate record keeping, and allow maximum benefit to citizens wishing to seek funding for their projects.

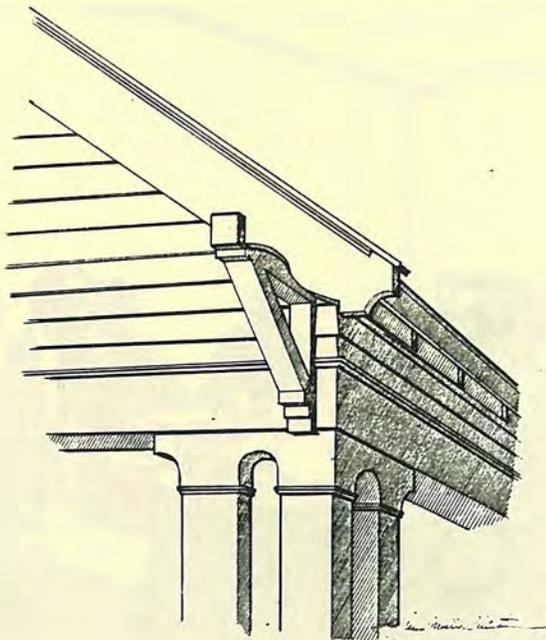
MANAGEMENT OF FUND

This approach is different from the manner in which the funds for most capital projects in Anchorage are managed. At the present time, the Anchorage Parking Authority has a similar degree of autonomy in managing their financial resources.

In order to decide what projects to assist in developing, the study group has identified the following criteria:

1. During the first phase (i.e. the first three years), only projects located within the Railroad Town Residential area or within the Alaska Railroad lands at the mouth of Ship Creek may be eligible for loans.
2. In order to receive a low-interest loan or a grant, the property owner must agree to the attachments of covenants limiting future types of modifications to structures built on or above their property; to allow their property to be listed in the walking tour; to permit the installation of an interpretive sign on the lawn in front of their building; and to abide by the guidelines established by the Secretary of the Interior for the restoration or reuse of the structures.
3. The applicant must submit sketches of the proposed changes, along with a financial plan detailing proposed budgets, time schedules, and collateral for the review of the project management committee, the Historic Landmarks Commission, Historic Anchorage, Inc., the Capital Projects Office of the Municipality of Anchorage, and the Anchorage Assembly.

Leopold David house detail.
Courtesy of Jens Christensen.



The study group has projected a financial scenario showing dispersal of funds through direct grants, purchases of easements, and (after the program has matured) interest buy-downs. Development of this hypothetical scenario enabled the group to study the growth of interest monies within the fund, so that the

MANAGEMENT OF FUND

group could explore the use of interest payments or loan repayments as a source of funding later additional historic projects for locations outside of the original townsite. Thus, the future focus of the program, after testing in the downtown area, could expand to early homestead sites, mining camps, and other historical/archeological sites in greater Anchorage.

The financial forecast is based upon several assumptions:

- loans would be long-term, six to thirty-five years in duration;
- loans would range from \$25,000 to \$400,000;
- the initial balance would be \$2,900,000;
- \$2,000,000 of the funds would be offered in a low-interest loan program;
- \$900,000 would be available for use on the interpretive program, grants to purchase easements, and to establish a challenge matching grant for the restoration of the exterior and some interior features of the Fourth Avenue Theatre;
- the principal would be deposited in an interest-bearing account, which would pay a minimum of 7.5% interest on the balance;
- the program would offer an attractive rate of interest to owners/developers of historic properties, that rate to be established in response to the unique characteristics of each proposed project (anticipated to be somewhere between the prime rate at the time of the loan, and three points below prime), as an incentive to encourage private sector investment in historic preservation;

MANAGEMENT OF FUND

- interest generated by the principal would be redeposited into the project account, such that the interest funds would also earn interest;
- an active program was envisioned, such that the group forecast sufficient response to the program that the \$1,000,000 originally made available for loans was loaned out during a three year period following the onset of the program.

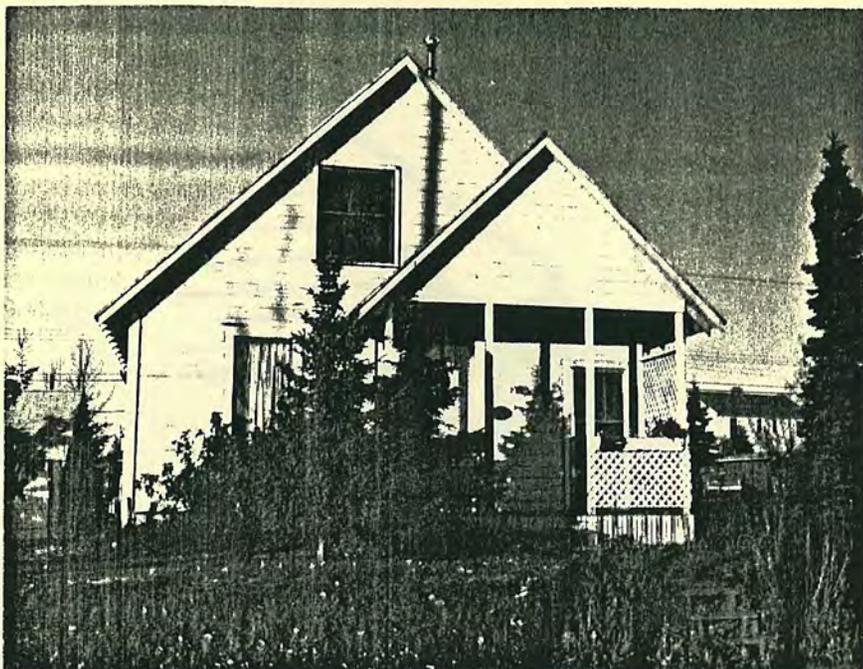
Ten hypothetical projects were then assumed.

| | Loan Amount | Rate | Term | Payment | Year |
|-----|-------------|------|------|---------|------|
| 1. | 400,000 | 5% | 35 | 2,036 | 1 |
| 2. | 100,000 | 7% | 25 | 715 | 1 |
| 3. | 350,000 | 7% | 25 | 2,503 | 1 |
| 4. | 375,000 | 7% | 25 | 2,682 | 1 |
| 5. | 25,000 | 7% | 6 | 437 | 2 |
| 6. | 350,000 | 7% | 25 | 2,503 | 2 |
| 7. | 255,000 | 7% | 20 | 2,006 | 2 |
| 8. | 125,000 | 7% | 10 | 1,483 | 2 |
| 9. | 50,000 | 7% | 6 | 874 | 3 |
| 10. | 220,000 | 7% | 15 | 2,013 | 3 |

The net result is that during the first three months of the program during the start up phase, up to \$17,700 is generated in interest per month. By the end of the first year, if \$1,225,000 is loaned, interest earned decreases to \$7,800 per month. Repayments of loans begin in the fifth month following onset of the program; by the end of the third year, repayments total \$17,250 per month, while interest earned decreases to \$200 per month. At that time, the program enters its second generation.

In the above scenario, \$155,500 is earned in interest during the first year; \$43,800 during the second, and \$15,100 during the third year. Loan repayments could total \$26,700 in the first year, \$131,000 during the

AEC cottage constructed on Government Hill in 1915.



MANAGEMENT OF FUND

second, and \$188,000 during the third year; maturing at \$206,700 per year in the fourth year.

By the end of the third year, it is assumed that \$1,900,000 was distributed in loans, and \$800,000 was used for direct expenditures: purchasing easements; establishing a challenge grant for the Fourth Avenue Theatre; and funding the interpretive program. \$305,000 would have been charged in project management fees; \$120,000 would remain as cash in the fund at the end of the third year. Assuming the property owners/developers received 80% loans, the combined value of redevelopment, the challenge grant, the direct purchase of easements, and so on will have leveraged at least \$3.7 million in reinvestment.

With a scheduled income of \$206,700 per year, the program evolves into its second phase in the fourth year. At this time, it is likely that the nonprofit organization will be seeking additional funding from such sources as the National Trust for Historic Preservation, various foundations, and individuals. Currently, it appears that the most effective emphasis for the program at that time will be to offer to "buy-down" interest rates on commercial loans for historic preservation projects located outside of the original townsite. However, that plan will be developed more fully during the third and fourth years of the program; as financing trends and tax incentives can be expected to change.

This document should be reviewed as a set of ground rules for further decision making. To be most responsive to future preservation needs, participants and the public should expect that the program will be flexible, yet accountable.

APPENDIX A

AR 85-173

RECEIVED AND APPROVED
DATE 9-10-85

Requested by: Chair of the Assembly
Submitted by: Assembly members
Brockway, Mystrom
and Walsh
Prepared by: Assembly member Walsh

ANCHORAGE, ALASKA
AR NO. 85-173(S-1)

A RESOLUTION OF THE MUNICIPALITY OF ANCHORAGE TO CREATE A
HISTORIC PRESERVATION FUND TO BE UTILIZED IN
ANCHORAGE, ALASKA

WHEREAS, under the provisions of Chapter 60, SLA 1981, commonly referred to as SB 168, the Municipality of Anchorage has received from the State of Alaska a grant of funds; and

WHEREAS, pursuant to Proposition No. 5 voted on by the electorate of the Municipality of Anchorage, in the election of October 6, 1981, the voters of the Municipality approved the allocation of \$4,560,000.00 of such monies for "Anchorage Railroad Historic Town"; and

an entitlement
in an WHEREAS, there remains/in that fund as of July, 1985/~~the~~ approximate sum of \$2,700,000.00; and

WHEREAS, the Municipality of Anchorage pursuant to the "Entitlement Agreement for Municipal Aid," dated August 18, 1981, agreed at Article I, part (1) to spend the grant funds only for the purposes specified in the agreement, and expenditure for Historic Anchorage Railroad Town is one of those agreed uses; and

WHEREAS, historic buildings may be lost to modern development because of rising land prices; and

NOW, THEREFORE, THE ANCHORAGE ASSEMBLY RESOLVES:

1. That to the maximum extent possible, the funds designated for historic preservation shall be used for that purpose.
2. That there shall be created a study group consisting of three members of the ~~Historic~~ Landmarks Commission and three members of Historic Anchorage, Inc.

APPENDIX A - AR 85-173

3. That the study group shall review all options for the maximum utilization of the available funds for historic preservation including but not limited to a Historic Preservation Revolving Fund, a historic railroad town, and/or the selection of the area around 2nd and Christensen as a historic district and target area for available funds.

4. That the study group shall recommend the best program for the use of the funds and the method for implementing said program; such as, a request for proposal, bid procedure, or sole source contract. The study group shall also recommend the appropriate department or agency to administer the program.

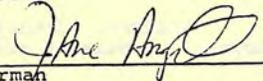
5. That the study group make a report to the assembly within ninety days from the date of this resolution or December 1, 1985, whichever is earlier, for assembly review and final decision.

6. That an amount not to exceed \$20,000.00 is hereby appropriated from the ^{settlement of} ~~the~~ \$2,700,000.00 to the Capital Projects' Office to be used by that office and the study group in the preparation of the report.

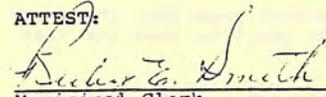
7. That the Municipality of Anchorage create a Historic Preservation Fund (hereinafter referred to as "The Fund"), the administration of which shall be conducted pursuant to assembly decision after receiving the report of the study group.

~~8. That the Municipality of Anchorage shall transfer the sum of \$2,700,000.00 from the SR-160 or a portion thereof as recommended by the study group and approved by the Assembly.~~

PASSED AND APPROVED by the Anchorage Assembly this
10th day of September, 1985.


Chairman

ATTEST:


Municipal Clerk

APPENDIX B

ORDINANCE & RESOLUTIONS



MUNICIPALITY OF ANCHORAGE

ASSEMBLY MEMORANDUM

No. _____

Meeting Date:

From: Mayor

Subject: Reprogramming of SB 168 Funding and Appropriation of Short Term Interest for the Historic Anchorage and Performing Arts Center Projects.

The purpose of this assembly action is to reprogram \$2.9 million of remaining SB 168 grant funding in the Historic Railroad Town Grant and replace it with the same amount of short term interest earnings from the Performing Arts Center. According to the SB 168 Grant Agreements, funding for projects that are not substantially begun and ongoing within five years after the original appropriation was passed will lapse back to the State. The Historic Railroad Town Grant falls within this category. It is questionable whether an acceptable program could be adopted and established as ongoing prior to July 1986 which is five years after the original appropriation was passed. This action will protect the \$2.9 million from lapsing back to the State of Alaska by transferring it to an ongoing voter approved project.

The \$2.9 million of SB 168 grant funding for Historic Railroad Town will be reprogrammed to the Performing Arts Center and \$2.9 million dollars of short term interest earnings from the PAC will be appropriated for historic projects. The reprogrammed SB 168 grant funding being transferred to the Performing Arts Center is part of the \$55 million project budget previously reported to the Assembly. The Performing Arts Center project was selected for this funding exchange because it is the only project with voter approval that has available interest earnings.

The Administration has met with the Historic Preservation Study Group concerning the reallocation of Anchorage Historic Railroad Town funds, and the Historic Preservation Study Group unanimously supports this reallocation. Accordingly, the Administration recommends passage of AO 86-_____ establishing a Historic Preservation Project Fund, and the approval of the historic preservation projects designated in AR 86-_____.

Expenditure and revenue account changes resulting from this appropriation are as follows:

AREAWIDE GENERAL CAPITAL IMPROVEMENT FUNDS (0401)

Revenues

| <u>Account</u> | <u>Account Title</u> | <u>Amount</u> |
|----------------|----------------------|---------------|
| 0401-1718-9359 | SB 168 | <\$2,900,000> |
| 0401-1717-9359 | SB 168 | \$2,900,000 |
| 0401-1718-9761 | Short Term Interest | \$2,900,000 |
| | TOTAL | \$2,900,000 |

Expenditures

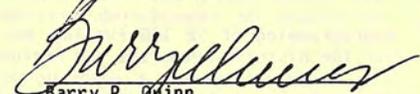
| <u>Account</u> | <u>Account Title</u> | <u>Amount</u> |
|----------------|----------------------|---------------|
| 0401-1717-5201 | Buildings | \$2,900,000 |

APPENDIX B - ORDINANCE & RESOLUTIONS

Reprogramming Action SB168 Funds
Page 2

THE ADMINISTRATION RECOMMENDS APPROVAL OF THE REPROGRAMMING OF \$2.9 MILLION IN SB 168 FUNDING TO THE PERFORMING ARTS CENTER AND THE APPROPRIATION OF \$2.9 MILLION IN SHORT TERM INTEREST EARNINGS FROM THE PERFORMING ARTS CENTER FOR HISTORIC PROJECTS.

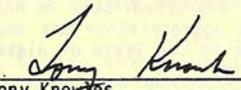
Recommended by:

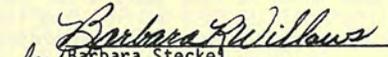

Barry P. Quinn
Director, Capital Projects Office

Fund Certification:

| | |
|-----------------------------------|-------------|
| 0401-1718-9359 (Designated Grant) | \$2,900,000 |
| 0401-1723-9761 (Interest) | \$ 290,000 |
| 0401-1717-9761 (Interest) | \$2,610,000 |

Respectfully submitted:


Tony Knowles
Mayor


for Barbara Stecket
Chief Fiscal Officer

APPENDIX B - ORDINANCE & RESOLUTIONS

Submitted by: Chairman of the Assembly
at the Request of the Mayor
Prepared by: Capital Projects Office

For Reading:

ANCHORAGE, ALASKA

AR NO. *86 45*

A RESOLUTION OF THE MUNICIPALITY OF ANCHORAGE APPROPRIATING TWO MILLION NINE HUNDRED THOUSAND DOLLARS (\$2,900,000) FROM SHORT TERM INTEREST ON THE PERFORMING ARTS CENTER GRANTS TO THE AREAWIDE GENERAL CAPITAL IMPROVEMENT FUND (0401) FOR HISTORIC PRESERVATION AND REPROGRAMMING TWO MILLION NINE HUNDRED THOUSAND DOLLARS (\$2,900,000) IN SB 168 GRANT FUNDING FROM THE HISTORIC RAILROAD TOWN TO THE PERFORMING ARTS CENTER PROJECT.

THE ANCHORAGE ASSEMBLY HEREBY RESOLVES:

Section 1. That Two Million Nine Hundred Thousand Dollars (\$2,900,000) is appropriated from short term interest on the Performing Arts Center Grants to the Areawide General Capital Improvement Fund (0401) for historic preservation.

Section 2. That Two Million Nine Hundred Thousand Dollars (\$2,900,000) in SB168 Grant Funding in the Areawide General Capital Improvement Fund is reprogrammed from the Historic Railroad Town to Performing Arts Center Project.

Section 3. This resolution shall take effect immediately upon passage and approval by the Anchorage Assembly.

PASSED AND APPROVED by the Anchorage Assembly this _____ day of _____, 1986.

Chairman

ATTEST:

Municipal Clerk

Departmental Reprogram:
Capital Projects Office \$2,900,000
Departmental Appropriation:
Capital Projects Office \$2,900,000

APPENDIX B - ORDINANCE & RESOLUTIONS

Submitted by: Chairman of the Assembly
at the Request of the Mayor
Prepared by: Preservation Study Group

For Reading:

ANCHORAGE, ALASKA
AO No. 86 - _____

AN ORDINANCE ESTABLISHING THE ANCHORAGE HISTORIC PRESERVATION PROJECT FUND, PROVIDING FOR THE ADMINISTRATION OF THAT FUND, AND PROVIDING FOR THE DEDICATION OF THE INVESTMENT EARNINGS OF THAT FUND TO HISTORIC PRESERVATION PURPOSES.

WHEREAS, the use of \$4,560,000 for the Anchorage Railroad Historic Town Project was approved by the voters at the General Municipal Election of October 6, 1981;

WHEREAS, the preservation of historic structures in Anchorage provides an important educational resource for Anchorage residents and visitors, promotes tourism and the diversity and vitality of commercial activity in downtown Anchorage, enriches the urban environment, and is in the public interest and serves a public purpose;

WHEREAS, easements and development rights transfers preserving the exterior appearance of historic structures for the benefit of the general public are public assets and serve a public purpose;

WHEREAS, an effective means of preserving historic structures is to establish a fund to be used from time to time to finance preservation projects tailored to meet the particular circumstances of individual historic structures; and

WHEREAS, historic preservation requires project-by-project negotiations with property owners to preserve the public value of historic structures, and the experience of numerous communities has shown that private non-profit organizations are best suited for this purpose;;

NOW THEREFORE, the Anchorage Assembly ordains:

Section 1. Chapter 6.100 of the Anchorage Municipal Code is enacted as follows:

6.100.010. Historic Preservation Project Fund Established.

There is a Historic Preservation Project Fund. Monies in the Historic Preservation Project Fund are dedicated to financing historic preservation projects in accordance with this chapter.

6.100.020. Financing Historic Preservation Projects.

A. The financing of a historic preservation project with monies from the Historic Preservation Fund shall be subject to Assembly approval.

APPENDIX B - ORDINANCE & RESOLUTIONS

Ordinance Establishing the Anchorage Historic Preservation Project Fund
Page 2

The action approving the project shall state the maximum expenditure from the fund for that project. The design of each historic preservation project financed with monies from the Historic Preservation Fund shall be subject to review and approval by the Historic Landmarks Preservation Commission.

B. Historic preservation projects that may qualify for funding under this section may include, but need not be limited to, the following elements:

1. acquiring historic structures;
2. acquiring easements or development rights to preserve historic structures;
3. with respect to historic structures in which the Municipality has a property interest:
 - (a) acquiring land for the relocation of such structures;
 - (b) relocating such structures;
 - (c) renovating such structures;
 - (d) landscaping the sites of such structures.
4. constructing and acquiring public improvements that identify, interpret, or inform the public concerning historic structures, provide public access to historic structures, or otherwise are related to the public use and enjoyment of historic structures;
5. costs of planning, designing, administering and acquiring the project elements described in Paragraphs 1 through 4 of this subsection;
6. costs of planning and designing public improvements to serve historic structures.

C. The methods of financing projects approved under Subsection A of this section may included by are not limited to:

1. purchasing or leasing interests in real or personal property;
2. loans or interest subsidies on loans;
3. grants to private non-profit organizations.

APPENDIX B - ORDINANCE & RESOLUTIONS

Ordinance Establishing the Anchorage Historic Preservation Project Fund
Page 3

D. The Municipality and the Historic Landmarks Commission within 30 days will determine and recommend to the Assembly the most appropriate and effective way to identify, initiate, negotiate and administer historic preservation projects authorized under this section that involve the acquisition of interests in, or rehabilitation or interpretation of, privately owned historic structures.

6.100.030. Historic Preservation Project Fund Revenues.

The following revenues received by the Municipality shall be accounted for separately from all other revenues and appropriated annually to the Historic Preservation Project Fund, provided that revenue from other sources also may be appropriated to the Historic Preservation Project Fund:

A. Revenue from the sale, lease or other disposition of an interest in real property whose acquisition was financed in whole or in part with monies from the Historic Preservation Project Fund.

B. Payments of the principal of, and interest on, loans from the Historic Preservation Project Fund.

C. Investment earnings on monies in the Historic Preservation Project Fund.

D. Donations to the Historic Preservation Project Fund from members of the public.

Revenues that are so appropriated are subject to the dedication in Section 6.100.010.

6.100.040. Historic Preservation Project Fund Annual Report.

A. The operation of the Historic Preservation Project Fund shall be reviewed and reported on annually, and appropriate findings and recommendations shall be made.

B. The annual report shall include, but not be limited to:

1. a financial audit of all fund bank accounts, including all income, expenditures and investments;

2. an inventory of interests in historic structures acquired with monies from the fund during the preceding year, including a summary of each acquisition involving the fund;

3. pertinent discussion of fund operations.

C. The annual report, including any recommendations, shall be completed and submitted to the Assembly not later than the last regularly scheduled Assembly meeting in May of each year.

APPENDIX B - ORDINANCE & RESOLUTIONS

Ordinance Establishing the Anchorage Historic Preservation Project Fund
Page 4

Section 2. This Ordinance is effective upon passage and approval.

PASSED AND APPROVED by the Anchorage Assembly this _____ day of _____, 1986.

Chairman

ATTEST:

Municipal Clerk

APPENDIX B - ORDINANCE & RESOLUTIONS

Submitted by: Chairman of the Assembly
at the Request of the Mayor
Prepared by: Preservation Study Group

For Reading:

ANCHORAGE, ALASKA
AR No. 86 - _____

A RESOLUTION APPROVING HISTORIC PRESERVATION PROJECTS UNDER AMC 6.100.020A.

THE ANCHORAGE ASSEMBLY HEREBY RESOLVES:

Section 1. Pursuant to AMC 6.100.020A, the Assembly approves the following historic preservation projects for financing from the Historic Preservation Project Fund:

1. Downtown Wayside Exhibits \$ 250,000
2. Challenge Grant to raise matching funds for Fourth Avenue Theatre restoration. \$ 250,000
3. Downtown Historic Preservation Project, with emphasis on the Second Avenue and F Street area. \$2,400,000

Section 2. Individual elements of the Downtown Historic Preservation Project shall be subject to approval in accordance with AMC 6.100.020A.

Section 3. This resolution shall take effect immediately upon passage and approval by the Anchorage Assembly.

PASSED AND APPROVED by the Anchorage Assembly this _____ day of _____, 1986.

Chairman

ATTEST:

Municipal Clerk

APPENDIX C

ATTORNEY GENERAL CORRESPONDENCE

Senator Vic Fischer

Alaska State Legislature
Pouch V • Juneau, Alaska 99811 • (907) 465-4954



December 24, 1985

Harold M. Brown
Attorney General
State of Alaska
Department of Law
Pouch K
Juneau, Alaska 99811

Dear Mr. Brown:

In 1981, the Anchorage electorate voted approval of \$4,560,000 of Anchorage's SB 168 entitlement for "Anchorage Historic Railroad Town." The study on which the ballot proposal was based envisioned preservation of historic houses somewhere within the Anchorage Original Townsite or railroad area. Otherwise, the location of the project was not defined.

At present, \$2,900,000 of this designated entitlement remains. The other funds have been used for the civic center (\$1,000,000) and for studies, administrative costs and relocation of historic structures.

Recently, a number of historic preservation supporters have urged the Anchorage Assembly to use the funds for historic preservation as intended in the 1981 vote. In response, the Assembly directed the historic organizations to form a study group and to develop specific recommendations about how the funds should be used.

As described in the attached material, the study group is proposing that the historic preservation funds be invested and used over a period of time for Historic Railroad Town purposes. Since most historic properties are privately owned, a gradual process of financial and technical assistance to accomplish structural rehabilitation and the reservation of preservation easements would be far more effective than immediate expenditure in accomplishing the public purposes of historic preservation.

The attached, prepared by study group attorney, Tom Klinkner, describes how the proposed use of the remaining historic preservation funds accords with the requirements of SB 168.

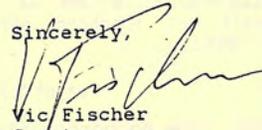
APPENDIX C ~
ATTORNEY GENERAL CORRESPONDENCE

Harold M. Brown
Attorney General
December 24, 1985
Page 2.

I fully support this approach and believe it is well within the letter and intent of SB 168. To assure that this approach is appropriate, I would appreciate an opinion from your office concerning whether this approach is within the scope of SB 168. As the study group's proposal will be presented to the Anchorage Assembly in the near future, a response by mid-January 1986 would be most helpful.

Please send a copy of the requested opinion to Dennis Campbell, President, Historic Anchorage, Inc., 3111 C Street, Anchorage, Alaska 99503.

Sincerely,



Vic Fischer
Senator

VF/sl

Attachment - as stated.

APPENDIX C - ATTORNEY GENERAL CORRESPONDENCE

ERIC E. WOHLFORTH
ROBERT B. FLINT
PETER ARGETSINGER
ROBERT M. JOHNSON
KENNETH E. VASSAR
THOMAS F. KLINKNER
CHARLES F. SCHUETZE

LAW OFFICES
WOHLFORTH & FLINT
A PROFESSIONAL CORPORATION
900 WEST 5TH AVENUE, SUITE 600
ANCHORAGE, ALASKA 99501-2086

TELEPHONE
AREA CODE 907
276-6401

TELECOPIER
AREA CODE 907
276-5093

December 24, 1985

Mr. Dennis E. Campbell
President
Historic Anchorage, Inc.
3111 C Street, Suite 2004
Anchorage, Alaska 99503

Re: Historic Preservation Project Fund

Dear Mr. Campbell:

Historic Anchorage, Inc. has asked whether state funds granted to the Municipality of Anchorage under Ch. 60 SLA 1981 (commonly referred to as SB 168), and allocated to the Anchorage Historic Railroad Town Project, may be used for the Historic Preservation Project Fund described below. I conclude that the Municipality of Anchorage may use SB 168 funds allocated to the Anchorage Historic Railroad Town Project to establish such a fund.

SB 168 funds in the Historic Preservation Fund would be dedicated to the preservation of historic structures within the Anchorage Original Townsite and railroad yard area. Initially, use of the Fund would be focused on preserving structures in the Second and Christianson area. The funds would be used as follows:

- Acquiring historic properties to be leased or resold to private developers for renovation and reuse.
- Relocating historic structures to available vacant lots for lease or resale as described above.
- Subsidizing loans to property owners to rehabilitate and renovate historic structures.

Proceeds from leases, sales and loan repayments would be returned to the fund for reuse. Each financing of the redevelopment of a historic structure (whether by acquisition and sale or lease, or by subsidized loan) would be conditioned upon the developer dedicating to the public development rights or facade easements

APPENDIX C - ATTORNEY GENERAL CORRESPONDENCE

Mr. Dennis E. Campbell
President
December 24, 1985
Page 2.

assuring that the historic exterior appearance of the renovated structure would be preserved. By absorbing the cost of these facade easements and development rights transfers in redevelopment transactions, the Historic Preservation Project Fund eventually would be depleted.

Section 1(a) of SB 168 provides in relevant part:

During the fiscal year ending June 30, 1982, the Department of Administration shall compute and pay an entitlement to each qualified municipality. An entitlement to a municipality with a population of at least 1,000 shall be used for social services and capital projects at the discretion of the municipality.

Section 6(1) of SB 168 defines "capital project" as a public facility, or equipment that may be necessary to construct, operate or maintain a public facility.

The facade easements and development rights transfers to be acquired with monies from the Historic Preservation Project Fund are "public facilities" within the meaning of this statute. Certainly they will be public. These interests in real property will be dedicated to the public in the same manner as a right-of-way or easement of any sort is dedicated to the public. Moreover, it is well established that preserving the appearance of historic structures and acquiring property interests for that purpose are valid public purposes.

While the term "facility" is not defined in SB 168, its statutory context indicates that the term should be construed broadly. SB 168 provides for an entitlement to a municipality to be used for capital projects "at the discretion of the municipality." There is no other restriction on the expenditure of SB 168 funds, except that capital projects with a total cost of \$1,000,000 are subject to voter approval. The facade easements and development rights dedicated under this proposed program will preserve exteriors of historic structures for the aesthetic and educational benefit of the general public. The availability of these assets for permanent public use and enjoyment indicates that they should be considered "facilities" as that term is used in SB 168.

The related term "capital improvement" has been given a similar broad construction in defining what projects may be financed with municipal general obligation debt under Article IX of the Alaska Constitution. The term "capital improvement" in that Constitutional provision has been defined in general terms as follows:

**APPENDIX C -
ATTORNEY GENERAL CORRESPONDENCE**

Mr. Dennis E. Campbell
President
December 24, 1985
Page 3.

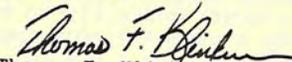
"Capital", therefore, seems generally to be associated with value represented by real or personal property in some form and with relative permanency. "Improvement" in its broad sense means betterment.

City of Juneau v. Hixson, 373 P.2d 743, 747 (Ak 1962). However, the court later emphasized that an abstract definition of "capital improvement" is not desirable:

We have concluded that it is beyond human ability to permanently circumscribe with mere words at a given point in time, a concept which, though limiting in one aspect, is otherwise intended to provide a broad, permanent and continuing authority for municipalities to finance present as well as unforeseeable future needs.

Id; see also, Wright v. City of Palmer, 468 P.2d 326, 320-330 (Ak 1970). The legislature, in deferring to municipalities' discretion in the expenditure of SB 168 funds, displayed no intent to restrict the scope of SB 168 - financed projects to any greater degree than the drafters of the Alaska Constitution desired to restrict the scope of municipal projects financed by bonded indebtedness. The proposed use of SB 168 funds for a Historic Preservation Project Fund provides the Municipality with permanent assets available for the use and enjoyment of the general public. Hence, it conforms to the "public facility" criterion for the use of SB 168 funds.

Yours truly,


Thomas F. Klinkner

TFK/sel

**APPENDIX C -
ATTORNEY GENERAL CORRESPONDENCE**

BILL SHEFFIELD, GOVERNOR

REPLY TO:

DEPARTMENT OF LAW

OFFICE OF THE ATTORNEY GENERAL

1031 W 4th AVENUE
SUITE 200
ANCHORAGE, ALASKA 99501
PHONE: (907) 276-3550

1st NATIONAL CENTER
100 CUSHMAN ST.
SUITE 400
FAIRBANKS, ALASKA 99701
PHONE: (907) 452-1508

POUCH K - STATE CAPITOL
JUNEAU, ALASKA 99811
PHONE: (907) 465-3800

March 3, 1986

Honorable Vic Fischer
Alaska State Legislature
P.O. Box V
Juneau, AK 99811

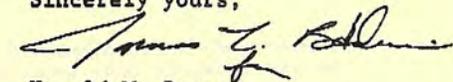
Re: Use of municipal entitlement
grant for historic preservation

Dear Senator Fischer:

You have requested our opinion whether certain historic preservation projects proposed for the Municipality of Anchorage would qualify as capital projects under ch. 60, SLA 1981. In connection with your request, we have reviewed the opinion prepared by Wohlforth & Flint on this same topic. We generally agree with Mr. Klinkner's opinion. However, Mr. Klinkner addresses only the use of grant money to purchase development rights and easements. Clearly these purposes are capital projects because a permanent interest in land would be acquired by the municipality. However, we are reluctant to consider loan subsidies to property owners to rehabilitate and renovate historic structures in private ownership to be a capital project. The expenditure made by a property owner may qualify as capital but any improvement would not be a capital project owned by the municipality.

In summary, we believe the purchase of permanent interests in land would be a capital project under ch. 60, SLA 1981. However, a loan subsidy has no permanence and would not be an asset of the municipality. Please call if you need further assistance.

Sincerely yours,



Harold M. Brown
Attorney General

HMB/JLB/pjg

cc: Dennis Campbell, President
Historic Anchorage, Inc.

Gary Bader, Director
Div. of Administrative Services
Dept of Administration

APPENDIX D

SUMMARY OF INTERVIEWS

In November 1985, owners of thirteen properties located between First and Third Avenues, E and G Street/Christensen Drive were contacted by interviewers representing the study group. The purpose of the interviews was to determine: the knowledge of property owners of existing incentives for historic preservation; the interest of property owners in upgrading their structures; their interest in historic preservation; and their ideas about the probable future of their neighborhood. Two additional property owners were contacted; they declined to be interviewed.

Land values have risen substantially downtown. Research of property ownership in the above cited area in October revealed that 40% of the properties changed ownership during the previous eighteen months. Land values have increased to \$40-45 per square foot; present owners are aware of the value of their property. All properties within the study area are zoned B-2B (Central Business District: Intermediate). The dominant land use is offices; residential housing has become a less frequent use. Buildings may be five stories high, this may be extended through application for bonus points.

More than 70% of the property owners interviewed expressed concern about maintaining the value of property, so that they may retain the option of developing it at its highest and best use. Three property owners indicated an interest to sell their buildings for relocation, so that their property could be redeveloped.

Questioning revealed that few property owners are knowledgeable of existing incentives for historic preservation. Two owners expressed interest in seeking listing on the National Register of Historic Places. Many property owners expressed interest in learning more about incentives for restoration, preservation and adaptive-reuse. There was support for the creation of a mechanism to offer support/assistance/advice to property owners. Four property owners expressed concern about the need for

APPENDIX D - SUMMARY OF INTERVIEWS

voluntary participation in historic activities by property owners.

The property owners had varied views on the value of historic preservation in the neighborhood. At least three owners expressed support for the installation of new pedestrian-scale lighting, interpretive signs and the development of a walking-tour brochure. One property owner expressed willingness to allow a public stairway to be constructed on the property, improving pedestrian access between Second and Third Avenues.

In summary, the majority of the residents indicated interest in learning more about incentives for historic preservation. Many expressed interest in the establishment of a single point of contact that they could approach for advice. Only one property owner strongly objected to the concept of preservation of the "historic character" of the neighborhood.

APPENDIX E

INTRODUCTION

In May, 1984, the Municipality, as part of the study for the Railroad Town on the Buttress, contracted for an Interpretive Plan.¹ This second phase of that plan has been accomplished through the Historic Preservation Fund study initiated by the Assembly in September, 1985. The focus has been changed to fit the present situation, but the purpose and objectives are similar.

GOALS

1. To provide the resident and visitor to downtown Anchorage an opportunity to tour the city's origins through a walking tour booklet and wayside exhibits.
2. To create and foster an interest in the short, but significant, history of Anchorage.
3. To enhance the downtown area as a more attractive destination for visitors and residents, expanding tourism in Anchorage.

Anchorage is growing rapidly, but it still retains some of the cultural and architectural contrasts that make it a very unique place. The juxtaposition of the old and small to the new and tall presents an interesting aspect to residents and visitors alike. It is hoped that the continued interest will be sparked by highlighting these contrasts and the history behind them.

OBJECTIVES

The proposed wayside exhibits in Anchorage's historic downtown will:

1. show visually, on-site, the evolving use of the small area that was the original townsite of Anchorage, from the first native residents to the first settlers on the banks of Ship Creek, to the homes of the first residents at 2nd Avenue and Christensen Drive, to the rapidly growing city of today.
2. show the interconnections of existing residential, commercial and industrial historic sites in downtown Anchorage.
3. increase community awareness of its own historic origins and resources.
4. increase awareness of the value of historic preservation within the community, and in other communities throughout the world.
5. enhance visitor's enjoyment and appreciation of Anchorage, in order to lengthen their stay and in turn benefit the economy.
6. provide the pedestrian visitor an opportunity to explore and understand our history in Alaska.

¹Historic Anchorage Development Project, Municipality of Anchorage, Capital Projects Office, Technical Report, Interpretive Plan, prepared by Jean Swearingen with Land Design North, Inc., May 17, 1984.

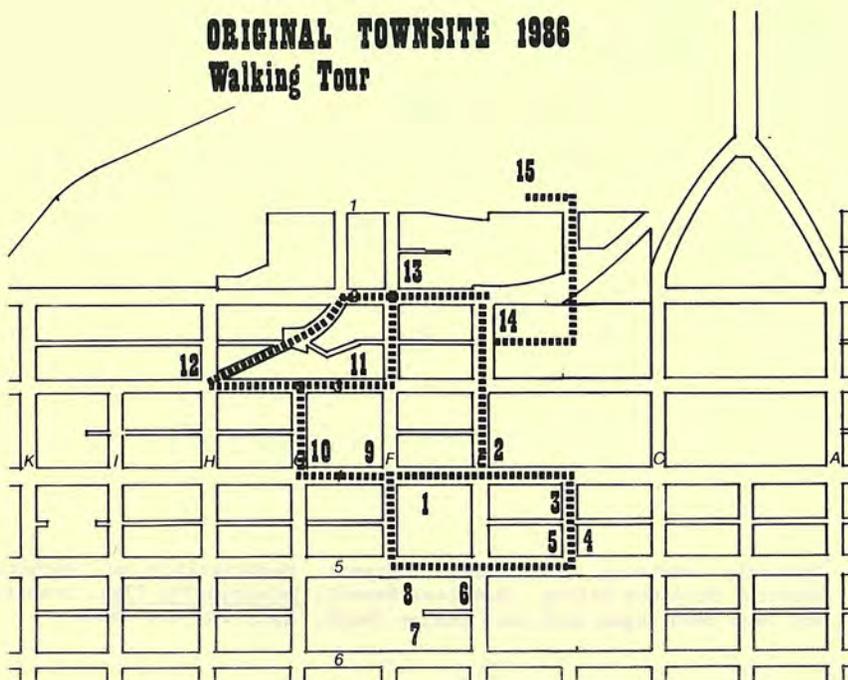
APPENDIX E - INTERPRETIVE PROGRAM

INFORMATIONAL THEMES

The following themes are recommended to show the evolution of use of the land now encompassed in the Municipality of Anchorage:

1. An introduction to the natural aspects of this area as a background to the evolution of human use. For example, the Inlet as a transportation route and fishery for early cultures.
2. The first residents, Pacific Eskimos and their successors, the Tanaina. Both fished in the area of Ship Creek and Ocean Dock, along the beach toward present day Anchorage. The sites used by the Tanaina bore Athabascan names--Ship Creek was Dgheyaytna, which meant needle fish or stickleback creek.
3. The European exploration of the 1700s; the reasons for initial exploration and the results. For example, Captain Cook's expedition was initially searching for access north to the polar sea, but resulted in the mapping the coast of Alaska and the discovery of what is now Cook Inlet.
4. The first non-native settlers; the attraction of the area and early activities. For example, Jack and Nellie Brown settled in the immediate area in 1912. He was an employee of the U.S. Forest Service, a forester for the Chugach National Forest, established in 1907.
5. The Alaska Engineering Commission, 1914-1923, which opened up the area for major development with the railroad and port, development of and Alaska's promise of rich natural resources...Anchorage is born.
6. Pioneer architecture, such as the Wendler Building, or the Leopold David House, as a reflection of the origins, skills and occupations of early settlers, town fathers, businesses, and the adaptation to supply and climate.
7. Anchorage, the development of the transportation and supply hub of Alaska. Here the emphasis would be on the Alaska Railroad and the Port of Anchorage.
8. Anchorage, the evolving city with its historic resources that are "a part of an evolving city, not apart from the evolving city."

ORIGINAL TOWNSITE 1986
Walking Tour



APPENDIX E - INTERPRETIVE PROGRAM

THE PLAN

This plan incorporates:

1. the Walking Tour Booklet and/or the ACVB Audio Walking Tour to guide visitors, and
2. the location and content of the wayside exhibits.

All of the locations of specific exhibits and the design components will be identified in coordination with the planning and design of the Pedestrian Amenities for the Municipality.

Cooperation with the Anchorage Convention and Visitors Bureau will insure that the brochure and the wayside exhibits meet the needs of the city and the visitor most effectively.

The ACVB Visitors Guide Walking Tour section will be expanded to include the final sites of on-site interpretation of Historic Anchorage. The map that will appear on each wayside exhibit can be superimposed on the existing ACVB map of Anchorage, complete with special logo to indicate specific wayside sites. The ACVB map will be larger in the 1986 version of the Visitors Guide.

In addition, the ACVB is in the process of producing an Audio Walking Tour. They will include the Historic Anchorage wayside exhibit locations, complementing the information on the wayside exhibits. This device will also encourage visitors to include the historic sites in their tour of the downtown area.

WALKING TOUR BOOKLET

A four-color booklet, produced by the Municipality, will guide visitors along an abbreviated walking tour, part of the ACVB walking tour, that will include the wayside exhibit and cluster exhibits along the way. This tour will talk exclusively about the history of Anchorage. The project will be coordinated with the ACVB.

The booklet will be souvenir quality publication. It should stand on its own, not depending on numbers to locate buildings. Visitors can use it for their photo log, their souvenir of Anchorage. The color and design will assure that this booklet is kept at the end of the trip.

It will contain a copy of the historic map with the route and alternative branches clearly marked. There will be an indication that there are auxiliary interpretive exhibits along the way, alerting users to watch for them. Additional exhibits can be added without making the map obsolete. Photographs and the map should negate the necessity of numbering the stops. Each building will have a small photograph, or two, of major transitions.

The building and place names should be the same on the wayside exhibit as on the map, for consistency. It would be good to coordinate with the ACVB tour as well, using the most widely used names throughout.

APPENDIX E - INTERPRETIVE PROGRAM

This will be available at the Log Cabin, in City Hall, at local businesses, in local lodging and eating establishments.

WAYSIDE EXHIBITS

The placement of wayside exhibits will capitalize on existing historic buildings and sites, highlighting points of interest and strengthening the connections between visually disconnected buildings and areas.

Structures, supports, panel design, landscaping will all have the same visual theme, design, or 'vocabulary', adapted to the specific location. Visitors and residents will be able to recognize the wayside exhibits from a distance as something they want to see.

Each individual exhibit will have a small map with "You are here" indicated on each. Each exhibit will also have the logo on the panel to reinforce identification, along with the map.

The content will be largely graphic, using old photographs to show the appearance at specific periods of development, and activities of early residents, interpreted with brief texts. The texts will be informative but with light, easy language that retains interest without lecturing. The texts should be short and succinct.

A logo or symbol will be designed to be readily identified and visible from a distance. The support will also be identified with it. The acorn lamps now being used as part of the Pedestrian Amenities can be used as an integral part of the wayside design as an easily visible, identifiable, and attractive device.

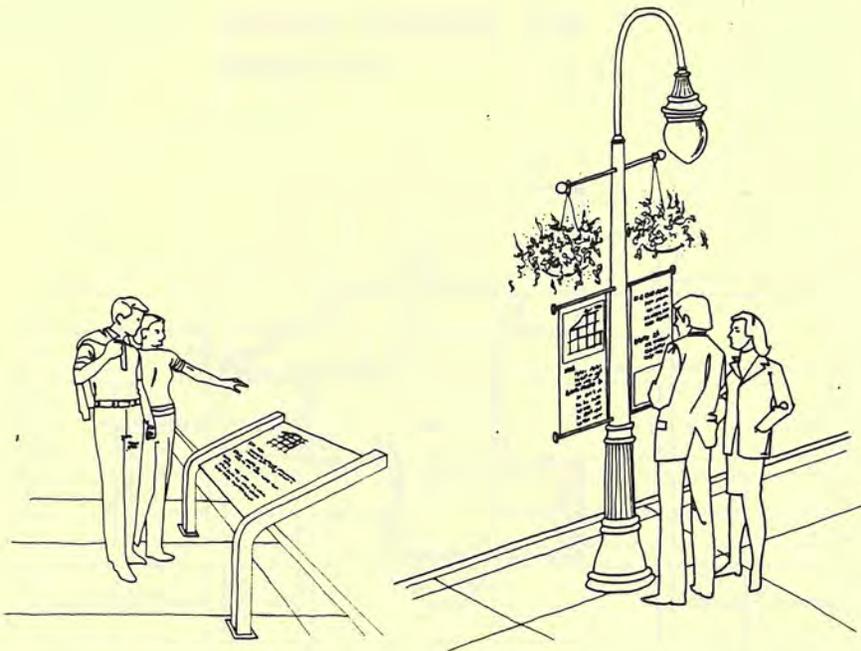
Wayside exhibits can be added indefinitely as new buildings are restored, as Pedestrian Amenity routes are extended, as many becomes available, as visitor use warrants.

Directional signs can be attached to existing street light poles that are already tapped for the Fur Rendezvous logos. The Walking Tour directional signs will not be required during that period.

NOTE: Costs for materials for waysides are estimated on using fiberglass embedments with a standard aluminum support and frame developed by the National Park Service (NPS).

Standard wayside exhibit frames and supports have been designed by the National Park Service and made in quantity. The Wayside Exhibit Branch of the NPS Interpretive Design Center has offered either the working drawings or purchase the standard aluminum supports from the company. This support has had good rehabilitation capability for replacements. They last well even in areas susceptible to vandalism.

The enclosed designs are only examples of existing wayside exhibit supports. The final design should respond to graphic quality of the completed exhibit panels.



APPENDIX E - INTERPRETIVE PROGRAM

1. CITY HALL BLOCK

The proposed booklet, display and dispenser, should be done in cooperation with the Anchorage Convention and Visitors Bureau, combining their experience with, and needs of, visitors to the city.

The Walking Tour Brochure display and dispenser should be inside and/or outside the Log Cabin, incorporating a basic map of the historic area, to be repeated in smaller size on all of the other exhibits.

The suggestion to see the models of the historic downtown area exhibited in old City Hall will be made on this small display.

An outside display and dispenser will make the brochure available 24-hours a day, benefitting the visitor as well as downtown businesses, whether the Log Cabin is staffed or not.

A Wayside Exhibit, close to the Log Cabin, can be installed in the area suggested by the Pedestrian Amenities Plan.

In this exhibit photographs of the historic block on the north side of 4th Avenue between F and G Streets containing the Oscar Anderson Meat Market/Stewart's Photo, will show the evolution of this significant block. Activities in early Anchorage centered in this area, providing photographers with many subjects. There was a variety of small businesses that were created in the very first year of existence to support the needs of the frontier community. The variety, and the rapid changes, will be emphasized here. This is the heart of the Commercial aspect of early Anchorage. During this first season of frontier building, a forest was turned into a town.

City Hall was the seat of the first government for the Municipality of Anchorage. Photos of the town fathers, first city council, etc., can enhance this wayside. Photos of the block across the street will show the beginnings of the businesses that grow up around the City Hall in any developing community.

This is also a good place to tie in the Oscar Anderson House with the location of his first meat market. Information on tours of the house at 4th Avenue and M Street can be obtained in the Log Cabin.

2. 4TH AVENUE & E STREET, Alaska National Bank corner.

The small plaza designed for this spot in the Pedestrian Amenities plan is a very suitable place for up to six exhibit panels directly interpreting the commercial aspect of the city's history, as well as the present.

An exhibit "cluster" for orientation to 4th Avenue, east and west, will be incorporated into the design for this corner. It will provide a continuation of the theme of commercial Anchorage, established during the first year of Anchorage's life, to provide goods and services to the new community. These businesses are still providing services in the same downtown area today.

PANEL #1: Hewitt's Drug Store was on this corner. Photographs of the store, customers, interior shots, if available, will give a feeling of the old corner. The 1964 earthquake caused the physical demise of part of the block and also resulted in the destruction of the store that had survived the quake.

²Contact Philip Myerly, Wayside Exhibit Branch, Interpretive Design Center, National Park Service, Harpers Ferry, WV 25425.

APPENDIX E - INTERPRETIVE PROGRAM

PANEL #2: A view, or views, of the block across 4th Avenue will be presented and interpreted here as well. A brief history of the origins of individual businessmen and store owners, will expand on the theme of developing Anchorage's commercial area.

PANEL #3: A continuation of #2, should research warrant another.

PANEL #4: The Anchorage Hotel and Annex can provide a bit of human interest because of the notables who stayed there, and the story of the first 'sky-bridge' in town. Downtown lodging and restaurants are another part of a new town's development.

3. 4TH AVENUE & D STREET

The newly moved Wendler Building, the Felix Mercantile and Loussac buildings create an interesting contrast between frontier and depression era Anchorage. They also provide a gateway entry to or from the new Pedestrian Amenities development on D Street, Between 4th and 5th Avenues.

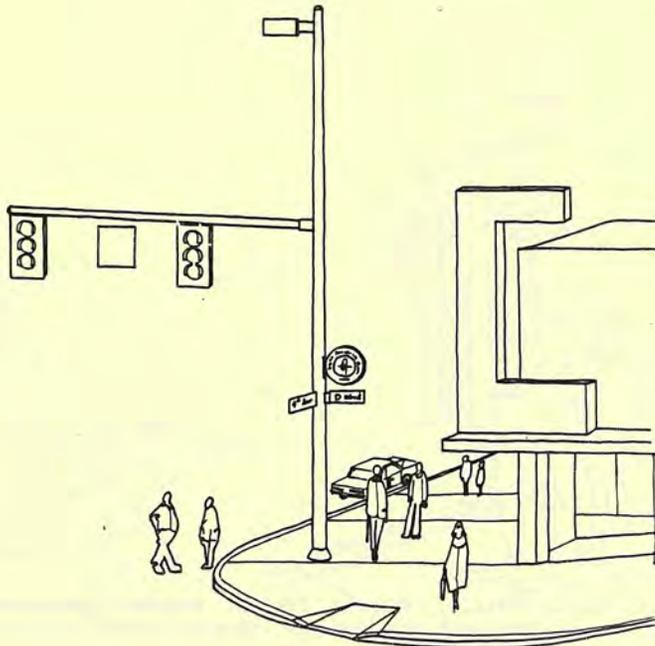
PANEL #1: Physical damage of built environment. Just at the street light, on the north side of 4th Avenue, a wayside exhibit will center on the 1964 earthquake, vividly illustrating the devastation and physical changes that occurred in this immediate area through photos of "before" and "after", interpreting with contemporary quotations by store owners and residents whenever possible. A very brief list of statistics of the strength of the quake, the losses, the amount of damage, and the rebuilding costs, will emphasize the impact on the city. The Corps of Engineers stabilization of the area with massive gravel fills here and in the Buttress area has repaired the damage, changed the landform and supposedly will help prevent further damage from future earthquakes. Refer visitors to Quyana Park cluster for the geologic story of this earthquake-prone area.

PANEL #2: The relocated 1915 Wendler Building (Club 25), the long and varied, well documented, career it has had as a distinguished landmark will be illustrated by an early photo of the block on the south side between D and E Streets, without the building, contrasted with the present scene. This will be part of the progression that the block has undergone. The small map indicating this site will also show the building's original site.

PANEL #3: The restored Felix Mercantile, an early haberdashery, will be the focal point of a view of the south side of 4th Avenue between C and D Streets. Again, the evolution of the block and its fluctuating appearance would provide additional insight to the life of the commercial area of Anchorage through the years. The many uses of these commercial buildings will reinforce the theme of this continued use.

4. 5TH AVENUE & D STREET

The 1930s and 1940s brought concrete and steel buildings into the architectural melange of Anchorage. The Loussac Building, built about 1941, and the Loussac-Sogn Building, built in 1946, are examples of this style of architecture. The variety of these buildings illustrates, again, the wide range of materials, styles, and the community figures that have made up Anchorage history.



APPENDIX E - INTERPRETIVE PROGRAM

The two Loussac Buildings would have individual exhibits, one for each building, attached right to the buildings. Photographs showing their construction, the depression era during which the one was built, the prominent community figures associated with them, and the activities that took place in them (Mr. Loussac lived in the first one) will enliven this interpretation.

5. DIRECTIONAL SIGN

The symbol/logo at the corner of 5th Avenue and D Street will lead visitors from the end of the Loussac-Sogn Building to the next point of interest, either the Kimball Building or the Wandler.

6. KIMBALL BUILDING, Corner of 5th Avenue & E Street

This is another place where the exhibit would be best attached directly to the building. Since this building has been owned by the same family since 1915, it has a lot of integrity and continuity structurally as well as historically. It was one of the first structures on 5th Avenue. Photos of the evolution of the building as well as the early family would be appropriate here. Exterior shots could be complemented with interior shots.

The individual shots would be completed with some general photos of the early street, with a focus on this particular building.

7. TOWN SQUARE PARK, 5th Avenue near corner of F Street

A built-in public gathering place for interpretive wayside exhibits as part of the Town Square. The exhibits would show early recreational activities of residents, such as skating, parades, fairs, activities that have historically occurred in Anchorage open spaces. These would be mainly graphic, very little text would be needed. Anchorage residents could get a better idea of the similarities of the past and the present. It would be an attractive place for children to learn about their heritage as well.

8. DIRECTIONAL SIGN

The symbol/logo at the corner of 5th Avenue & F Street would direct the touring public to run here to proceed down F Street to 4th Avenue, or down 5th Avenue to D Street.

9. FEDERAL BUILDING, 4th Avenue between F & G Streets

Historically, this block has been the community center. Set aside in 1915 as a Federal Reserve, a post office was established immediately, followed by the federal marshal and territorial jail. They were there until 1939 when the existing structure was built. This structure is now on the National Register of Historic Buildings. It was a federally funded "New Deal Concrete" building, of very modern architecture, the newest art deco style.

Parades have gone past this site since Anchorage was established, so varied and interesting photos will be available from this point, showing the evolution of the original townsite, its residents and its activities.

APPENDIX E - INTERPRETIVE PROGRAM

A four-panel wayside exhibit "cluster" will be coordinated with federal agencies. The Alaska Public Lands Information Center will draw visitors throughout Anchorage and the state, seeking recreational information. It will become a focal point once again.

Photographs of the block between F & G Street across from the federal building will show the block before the 4th Avenue Theatre, and after.

A view of City Hall block to complement the exhibit right on the grounds, will encourage visitors to go over to the Log Cabin and the City Hall, if they have not already been there. A view west down 4th Avenue and brief text, with the small map, will also indicate to visitors that they can wander along that direction, through the old residential area and end up right back in the core downtown area where they started.

10. DIRECTIONAL SIGN

The symbol/logo at the corner of 4th Avenue and G Street will turn visitors down toward 3rd Avenue, or to the City Hall area.

11. THREE AEC COTTAGES, 3rd Avenue toward corner of G Street

The role of the Alaska Engineering Commission will be emphasized at this point. The personnel of the AEC had a considerable influence on the development, survey and establishment of early Anchorage. This will be interesting history to residents and visitors alike.

Early photographs of the AEC housing, these specific cottages, some of the people associated with this phase of history, will be presented here.

Permission has been given by the owner of the building occupied by the Marx Brothers Restaurant for a wayside exhibit to be installed on that property.

12. DIRECTIONAL SIGNS

The symbol/logo directional device will turn visitors here to historic homes on 2nd Avenue;

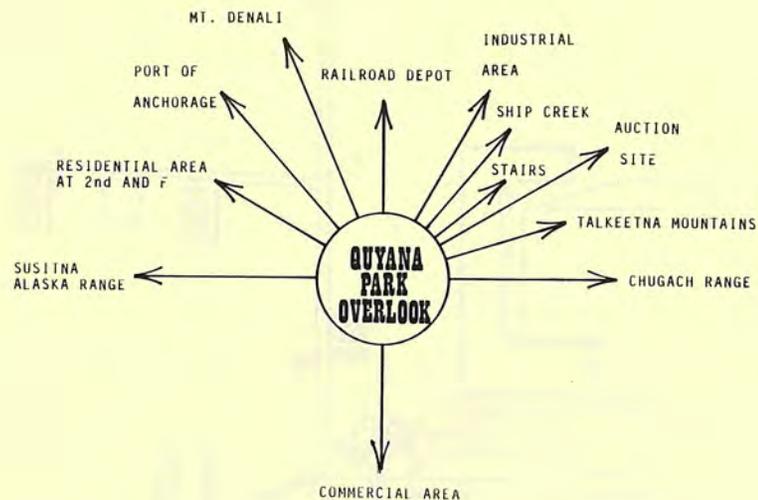
-on the corner of 3rd Avenue and F Street, directing them down F Street to 2nd Avenue;

-on the corner of 3rd Avenue and Christensen Drive, directing them down the hill to the 2nd Avenue historic residential area;

-on the corner of Christensen Drive and 2nd Street to direct visitors to the cluster of wayside exhibits at 2nd Avenue and F Street.

13. 2ND AVENUE & F STREET

This will be a "cluster" of several panels for the historic residential area, to be located on the northeast corner. Acorn lights will provide the identifiable motif to attract visitors from a distance.



APPENDIX E - INTERPRETIVE PROGRAM

Historic photos of the houses and the people who first lived in them, the progression of families, the landscaping, the slow changes that a neighborhood undergoes as it evolves from a frontier town to a metropolitan city. In other words, the evolution of "Silk Stocking Row."

ALTERNATIVE: Each family could have a panel at the "cluster", or each individual house of the prominent figures who first were here would have an individual panel in close proximity to the houses; OR, the corner of Christensen and 2nd Avenue could have a smaller "cluster" of the four houses and the site of Frederick Mears house, with the Leopold David house as part of the "cluster" at 2nd and F.

The major families concerned with the residential area:

PANEL #1: Earliest Settlers: (Pre-1914) such as Thomas Jetter, foresters Keith McCullough and Jack Brown and his wife Nellie, who were employees of Chugach National Forest. The Browns had a cabin on Ship Creek in 1912, moved to Government Hill and then to 4th Avenue.

PANEL #2: Andrew Christensen, of the General Land Office, Surveyor and Auctioneer, unofficial mayor.

PANEL #3: Frederick Mears, AEC Commissioner, and his family.

PANEL #4: Leopold David, first elected mayor and the associated development of the city government.

PANEL #5: William Edes, Chairman of the Alaska Engineering Commission, his origins and family.

14. QUYANA PARK OVERLOOK

In the open space near the southeast corner of 2nd Avenue and E Street, the six-panel wayside exhibit "cluster" will take advantage of unrestricted views of the residential area, the commercial area, and the industrial area of Anchorage to interpret the connections between all three. It will also allow a place for visitors and residents to site and relax, learn about their history, and see a whole new aspect of Anchorage.

This site is open and central to the Walking Tour, City Hall, the core of the historic commercial downtown area, the 2nd Avenue and F Street residential area. It is an ideal location to connect interpretation of the history of the city from the early Ship Creek settlers to Tent City, the Auction Site, Government Hill and Silk Stocking Row, as well as the industrial, railroad, and port activity that Anchorage was built around. It is a place to talk about the connection to the Coastal Trail, the geology and natural history of the area, while resting on a bench and enjoying a view of Mt. McKinley and Denali National Park.

A statue, shelter, sculpture, or cluster of acorn-style lights, will attract visitors and residents to this area, down from 3rd Avenue and E Street, or up from 2nd Avenue and E Street. This is indeed a connecting link between historic Anchorage's commercial, residential and industrial heritage, and a pleasant place for a brief rest from traveling or busy shopping, to savor the surroundings and take in some interesting history at the same time.

APPENDIX E - INTERPRETIVE PROGRAM

PANEL #1: Centering on Mt. McKinley, a "what you see from here" drawing or photo will identify the Alaska Range, Susitna, the Talkeetna Mountains, and the Chugach Range. A very graphic and simplified picture of the geology of the area will be the main part of the panel, as a very basic introduction to the coast of Cook Inlet, and the coastal life zone with its associated flora and fauna.

There is no place presently in the downtown area that directs visitors to a view of Mt. McKinley.

PANEL #2: The geologic explanation of this area, the tectonic plates that cause our intermittent earthquakes to show why so many quakes occur here, the damage that was caused by the 1964 earthquake and what has been done to stabilize and repair that damage. This is a good viewpoint to look back toward the 4th Avenue area. The Corps of Engineers work that was done here will be described in more detail, showing why the area will be stable in the future as well.

Visitors will be directed up to the 4th Avenue and D Street area to see the photographs of the damage and to see what has been done for the city since 1964.

PANEL #3: The introduction to the fauna of the area will point out some of the reasons that early Eskimo and Tanaina used the area. Never a site for major permanent settlements, there were early summer fishing camps, dip net platforms and docks, used in the Ship Creek area. When Europeans first came here, the names given to the prominent sites in the area were Athabascan. A few illustrations of the animals used by the Tanaina, with their Athabascan names, would add interest to this panel.

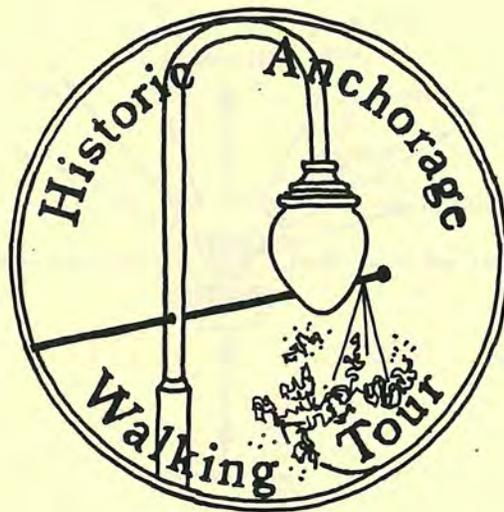
PANEL #4: The United States Geological Survey has installed a memorial wayside exhibit in honor of the Two Hundredth Anniversary of the Alaska Cadastral Survey, the Government Land Office and their role in surveying and establishing the original townsite.

The information on that exhibit will be expanded upon and made a setting for their plaque. A large Historic map of the original townsite (with an indication of the Quyan Park site) will echo the USGS exhibit, enlarging on what can be seen from here.

The cabins of the Ship Creek homesteaders, early Chugach National Forest personnel, the 1906 Hitchcock and Weiremen attempt at a roadhouse and saloon, Tent City, the Auction Site, will be illustrated and interpreted here. (See Patterns of the Past, 1st edition, pages 5, 6, and 9).

PANEL #5: HISTORIC RAILROAD TOWN, an introduction to the importance of the railroad to the establishment of Anchorage is well suited here. It is an excellent view of the old and new, a bird's-eye view of why Anchorage is here. Historic photographs, some succinct statistics and dates, quotations from railroad documents, and perhaps journals, will let viewers get a feeling of the early activity and excitement created by the railroad.

It will also act as an incentive for visitors to walk down to the depot and see the exhibits of early Anchorage, and more in depth interpretation of the Alaska Railroad.



APPENDIX E - INTERPRETIVE PROGRAM

PANEL #6: AN INTRODUCTION TO OTHER POINTS OF INTEREST.

The corner of 2nd Avenue and F Street can be seen from this point, making it easy to lead visitors down the hill to continue the walking tour to this important Historic residential area.

The introduction to the Coastal Trail, with easy access via the stairs, the walking tour, and so forth, will give visitors information on other walking and recreational opportunities around Anchorage.

Other points of interest, such as the Anchorage Museum of History and Art, could be introduced here.

Just in case visitors see this wayside exhibit before having been in the downtown area, an indication of the City Hall and Federal Building Center, and the continuation of the walking tour could be reinforced here.

15. THE ALASKA RAILROAD DEPOT

The distinctive Alaska Railroad Depot is the one available place for an in depth exhibit about the genesis of Anchorage and the Alaska Railroad, its origins and evolution, the people who made it a growing industry.

Exhibits can feature artifacts from the early railroad; objects of the families that were here because of the industry, mural-size photographs; documents pertaining to the era of frontier Anchorage, to the present and the Alaska Railroad being purchased by the State, newspaper coverage; the larger and more fragile exhibit materials that cannot be used in on-site exhibits.

The depot is a major focal point, accessible to visitors on foot, on tours, and arriving or departing on the train. There is also ample parking for visitors and tour buses. It gives train passengers something to do while waiting for trains or luggage.

The Alaska Railroad is in the process of restoring the lobby while continuing its use as a railroad depot. The railroad system of Alaska can be described here, as well as the people who have been part of the history. The exhibit would concentrate on the establishment of the town and the railroad.

The Coastal Trail passes in front of the depot, making the depot a convenient place for hikers and visitors to stop. Information on the trail would be available here, as well as Walking Tour brochures.

This can be a good place to recommend that visitors begin the Walking Tour because there is parking available here. Handicapped visitors would have full access here.

PROMOTIONAL MATERIAL

Promotional materials can be developed from the artwork and photographs from the completed exhibits. Drawings and photos of the buildings or activities, as well as the map, can be used on promotional items and souvenirs such as t-shirts, posters, post cards, and so forth.

No estimates are provided for these projects.

APPENDIX E - INTERPRETIVE PROGRAM

COST ESTIMATES³

| | | |
|-------|---|-----------|
| 1) | Four-color booklet, art & printing 75,000 copies | \$ 7,000 |
| 2) | Wayside Exhibits, estimated by unit, for research, text writing, planning, design, art, fabrication, support, installation: Free-standing unit @ 5,000 each Single panel on building @ 3,000 each | |
| | CITY HALL BLOCK . - display/dispenser | 2,000 |
| | - wayside @ 5,000 | 5,000 |
| | 4TH & E - 4 waysides @ 5,000 | 20,000 |
| | 4TH & D - 3 waysides @ 5,000 | 15,000 |
| | 5TH & D - 3 panels @ 3,000 | 9,000 |
| | KIMBALL BLDG - 1 panel @ 3,000 | 3,000 |
| | TOWN SQUARE PARK - 1 wayside @ 5,000 | 5,000 |
| | FEDERAL BLDG - 4 waysides @ 5,000 | 20,000 |
| | AEC COTTAGES - 1 wayside @ 5,000 | 5,000 |
| | 2ND & F - 6 waysides @ 5,000 | 30,000 |
| | QUYANA PARK - 6 waysides @ 5,000 | 30,000 |
| 3) | RAILROAD DEPOT | |
| | Inside exhibit cases and murals | 35,000 |
| 4) | Directional Signs | 3,000 |
| <hr/> | | |
| | TOTAL | \$200,000 |

These estimated costs include the exhibit planning (research and text writing done in concert with the design), the design and layout, and camera-ready artwork. The production of the exhibits includes film preparation (the map included here), screen printing on special paper with special inks suitable for embedment can be made easily to replace panels that have been vandalized. It is suggested that two or more are embedded at once, again to cut costs.

APPENDIX E - INTERPRETIVE PROGRAM

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WAYSIDE EXHIBITS, INFORMAL GUIDELINE FOR WAYSIDE EXHIBIT
DESIGN.
Harpers Ferry Center, Harpers Ferry, WV 25425.

³These figures are estimates only! Costs will vary with size, quality, current cost of paper and printing, length of texts, amount of artwork, type of exhibit supports, quantity, and date of construction.

APPENDIX E - INTERPRETIVE PROGRAM

| EXHIBIT NO. | DESCRIPTION | ESTIMATED COST |
|-------------|--|----------------|
| 1 | Interpretive Program - General Information | \$100.00 |
| 2 | Interpretive Program - Specific Topics | \$200.00 |
| 3 | Interpretive Program - Historical Background | \$150.00 |
| 4 | Interpretive Program - Cultural Heritage | \$180.00 |
| 5 | Interpretive Program - Environmental Stewardship | \$120.00 |
| 6 | Interpretive Program - Community Development | \$160.00 |
| 7 | Interpretive Program - Economic Growth | \$140.00 |
| 8 | Interpretive Program - Social Services | \$130.00 |
| 9 | Interpretive Program - Health and Wellness | \$110.00 |
| 10 | Interpretive Program - Education and Training | \$170.00 |
| 11 | Interpretive Program - Arts and Culture | \$190.00 |
| 12 | Interpretive Program - Recreation and Leisure | \$150.00 |
| 13 | Interpretive Program - Transportation and Infrastructure | \$130.00 |
| 14 | Interpretive Program - Housing and Community Development | \$160.00 |
| 15 | Interpretive Program - Environmental Quality | \$140.00 |
| 16 | Interpretive Program - Public Safety and Security | \$120.00 |
| 17 | Interpretive Program - Emergency Preparedness | \$110.00 |
| 18 | Interpretive Program - Disaster Recovery | \$130.00 |
| 19 | Interpretive Program - Community Resilience | \$150.00 |
| 20 | Interpretive Program - Sustainable Development | \$170.00 |

These figures are estimates only. Costs will vary with size, quality, content cost of paper and printing, length of text, amount of artwork, type of exhibit supports, quantity, and date of construction.

APPENDIX F

NATIONAL REGISTER LISTINGS

Anchorage Properties listed on the National Register
properties of historical or architectural significance are eligible for inclusion on the National Register of Historic Places. In Alaska, the list is maintained by the State Historic Preservation Officer.

Listed on Register

- Loussac Building
- Oscar Anderson House (Elderberry Park)
- Pioneer School (3rd & Eagle)
- Campus Center (APU Campus)
- Old Federal Building (4th Avenue between F & G)
- Anchorage City Hall (4th Avenue between E & F)
- Fourth Avenue Theatre
- Coast Guard House on 3rd, 645 W. 3rd

Suburban locations:

- * Potter Section House, Potter Marsh
- * St. Nicholas Church (Eklutna)
- * Eklutna Power Plant (Eklutna)
- * Mike Alex Cabin (Eklutna)
- * Beluga Point (Chugach State Park)
- * Crow Creek Mine (Girdwood)
- * 645 W. 3rd

Eligible for listing, per State Preservation Office

- Club 25 (4th and D)
- 918 W. 2nd Avenue
- 813½ W. 3rd Avenue

Submittal Pending

- Leopold David House (2nd & F)
- Anchorage Hotel Annex (4th & E)
- Wireless Station, Government Hill
- 645 W. 3rd

APPENDIX F - NATIONAL REGISTER LISTINGS

NATIONAL REGISTER LISTINGS

Antiquities Properties listed on the National Register of Historic Places are listed in the National Register of Historic Places. The list is maintained by the National Register of Historic Places, the National Historic Preservation Office.

Historic Buildings

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Historic Sites

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Historic Structures

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APPENDIX G

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