



Reimagining Street

AREA-WIDE PLANNING STUDY
ANCHORAGE, ALASKA



Prepared for:
The Municipality of Anchorage (Long-Range Planning Division) &
The Anchorage Community Development Authority (ACDA)

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Building Our City's Future

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Executive Summary

Project Purpose and Area Opportunities

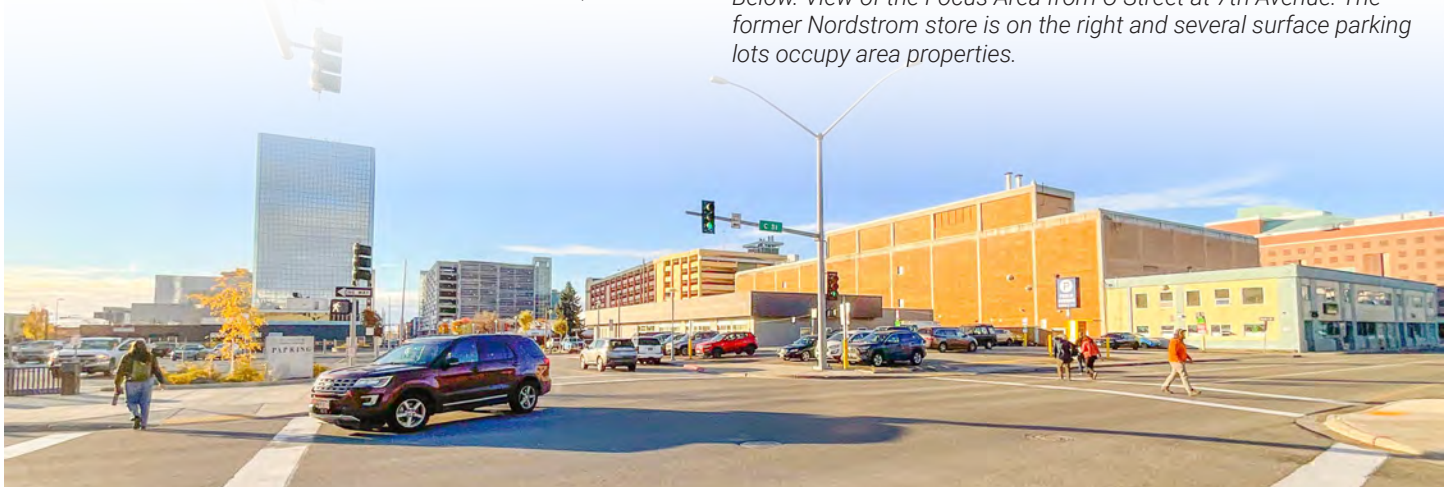
The *Reimagining D Street Area-Wide Planning Study* aims to define a vision and strategy to revitalize the six-block D Street District in the heart of Downtown Anchorage. For decades, the area represents an underutilized enclave of Downtown - the D Street District rests between the 5th Avenue Mall and the Park Strip/Delaney Park and several beloved civic destinations are in close proximity. Today, surface parking lots occupy many of the properties, the former Nordstrom department store remains vacant (after closing in 2019), and the J.C. Penney parking structure is underused. At the same time, there are several legacy buildings that support local businesses, professional offices, and housing units. The area has tremendous redevelopment potential. Current businesses contribute to Downtown's shopping, entertainment, eating, visitor, and employment sector. This plan supports exciting options to assist our community in growing the D Street District into a distinctive Downtown area with housing, commercial services, shopping, eating, entertainment, and employment. Through thoughtful planning, proactive funding, incentives, and other development tools the area can be reimagined as a captivating, mixed-use destination.

As with most legacy downtown districts, most of the properties in the D Street District are considered brownfields and may possess soil contamination and/or hazardous building materials (e.g., petroleum products, asbestos, and/or lead-based paint).

This is mostly attributed to past property use (i.e., industrial operations) and buildings that predate 1980s safe construction practices. These brownfield conditions further complicate the area's revitalization efforts due to the costs (and delays) associated with environmental studies and potential cleanup/abatement that may be required as part of site reuse activities.

In the Fall of 2023, the Municipality of Anchorage, Long-Range Planning Division ("MOA LRP"), the Anchorage Community Development Authority (ACDA), and their consultant (Stantec) completed an area-wide planning (AWP) study for a six-block area in Downtown Anchorage. The project D Street District is located between C Street and E Street and stretching from 6th Avenue (to the north) to the Park Strip/Delaney Park (to the south). Notably, the planning process built upon the ideas and revitalization goals from the recently adopted "Our Downtown: Anchorage Downtown District Plan" (completed under a separate initiative). The overarching AWP project goals were to define a vision and action plan for reinvestment and revitalization while attracting new residents and community-serving uses. This document summarizes the planning process, existing area conditions, the planning ideas, and the recommended action plan to revitalize this important enclave of Downtown Anchorage.

Below. View of the Focus Area from C Street at 7th Avenue. The former Nordstrom store is on the right and several surface parking lots occupy area properties.





ALASKA CENTER FOR THE PERFORMING ARTS

LINNY PACILLO PUBLIC PARKING GARAGE

WILLIAM A. EGAN CIVIC & CONVENTION CENTER

TOWN SQUARE PARK

J.C. PENNEY GARAGE

ATWOOD PLAZA

FORMER NORDSTROM STORE

DENA'INA CIVIC AND CONVENTION CENTER

5TH AVENUE MALL

ANCHORAGE MUSEUM

E STREET

D STREET

7TH AVENUE

6TH AVENUE

AWP Focus Area

8TH AVENUE

C STREET

9TH AVENUE

**PARK STRIP/
DELANEY PARK**

SOCIAL SECURITY ADMINISTRATION

JAMES M. FITZGERALD US COURTHOUSE AND FEDERAL BUILDING

Figure ES. Focus Area Context Map

Source: Google Earth Pro



1. View of the 6th Avenue corridor from atop the J.C. Penney skybridge - the 5th Avenue Mall on left, and the former Nordstrom department store on the right. | 2. View of the D Street corridor looking north to the mall. | 3. View of the 7th Avenue corridor near its intersection with E Street. | 4. View of the properties along 9th Avenue as seen from the Park Strip/Delaney Park on the south end of the Focus Area. 5. View of the D Street Focus Area and vicinity from atop the J.C. Penney garage.

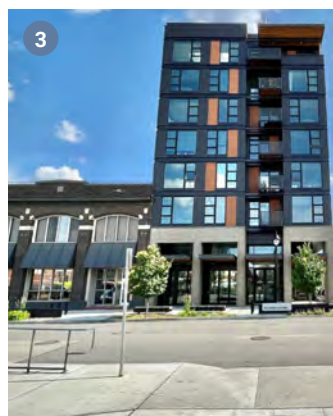
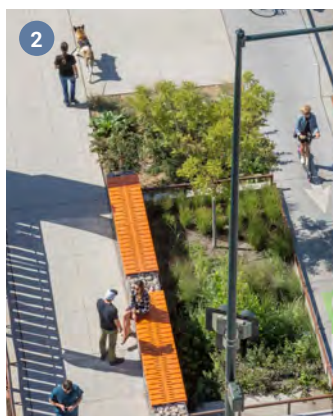
AWP Project Components

This AWP project includes a comprehensive analytical approach to result in a thoughtful, context-sensitive revitalization strategy for the D Street District. Specifically, the AWP project included (i) a review of the existing site and area conditions, (ii) a property inventory, (iii) engagement with community stakeholders, (iv) an exploration of conceptual site plan alternatives, and (v) a list of revitalization strategies. As the community embarks on implementation, stakeholders can refer to this document for analytical data, past stakeholder feedback, and the long-range planning ideas for the D Street District – in short, this document can serve as a manual (or roadmap) to guide the community in its quest for holistic revitalization. This AWP document includes the following components:

- **Existing Conditions Analysis:** The AWP process explored the existing area conditions, transportation networks, utilities, demographics, past planning efforts, and the associated land use/zoning requirements in and around the D Street District. This is discussed in Chapter 2 of this document.
- **Property Inventory:** The AWP process included a property inventory aimed to identify site characteristics that are associated with redevelopment potential and environmental conditions (e.g., size, zoning, vacancy status, past property use). This is discussed in Chapter 3 of this study document.
- **Community Engagement:** The AWP process followed a community engagement plan that included a staff listening session, interviews with stakeholder groups/community representatives, and a pop-up event at the Anchorage Museum. The feedback is summarized in Chapter 4.
- **Revitalization Planning and Strategies:** The AWP process included an exploration of a potential revitalization scenario for the D Street District through a series of conceptual plans and other planning exhibits with a specific goal to identify reuse options for the vacant/underutilized parcels, and street corridors in the Focus Area. This component included the following elements.
 - **Conceptual Revitalization Scenarios:** The AWP process included a series of conceptual site designs that graphically display how the D Street District could be redeveloped in the future. The process resulted in a Vision Plan depicting a potential redevelopment scenario and streetscape designs for two corridors.
 - **District Framework Plan:** The AWP project includes a District Framework Plan (DFP) and its associated Planning Initiatives that identify the land use designations, capital projects, and amenities that would transform the area and implement the reuse ideas for the Vision Plan. This discussion is presented in Chapter 6 of this document.
 - **Community Revitalization Strategies:** The AWP includes a list of Revitalization Strategies that group the AWP's planning ideas into identifiable categories pertaining to Opportunity Sites/Infill Projects, Building Adaptive Reuse, Enhanced Public Realm, Utilities and Supportive Public Services, and District Branding and Marketing. This is topic is detailed in Chapter 6 of this document.
- **Area-Wide Planning Document:** The AWP process resulted in this planning document that summarizes the existing conditions findings, engagement feedback, the long-range vision, the planning ideas, and an action plan (for project implementation).

The Vision Plan

The Vision Plan for the D Street District illustrates a potential revitalization scenario for how the area could grow and progress over time – the illustration responds to the existing conditions, surrounding context, and the community aspirations obtained through the engagement process. The Vision Plan represents a conceptual design showing new high density and mixed use buildings, existing structures (recommended for preservation/adaptive reuse), planned streetscape improvements and its relation to the surrounding context. Notably, the Vision Plan is intended to show revitalization potential and help the MOA and the ACDA in communicating their redevelopment goals to potential developers, elected officials, and other community stakeholders.



1. A mixed-use infill project in Olympia, Washington. | 2. Example of a multi-modal streetscape that supports pedestrian and bicyclist activity. | 3. Example of an urban infill project built amongst legacy buildings in Downtown Spokane.

Vision Plan Components - The Vision Plan shows a myriad of components including medium and high-density Downtown development projects, adaptive reuse of existing buildings, and enhancements to public areas; these components are believed to enhance area conditions and prepare the area for meaningful redevelopment projects and reinvestment. Those components are summarized below.

- **Medium and High-Density Downtown Projects**
 - The D Street District has astounding development potential as many of the properties are occupied with surface parking lots. The Vision Plan includes several potential medium and high-density downtown projects on developed and undeveloped properties in the D Street District. These projects would bring much needed community-serving uses such as housing, commercial services, and employment. Medium to High-Density Downtown projects are depicted as pink (mixed-use) or orange (housing) polygons on the Vision Plan.
- **Adaptive Reuse** – The Vision Plan assumes that many of the larger buildings within the D Street District would be adaptively reused over time to better support existing tenants and attract additional uses. Those reuse activities would preserve these legacy real estate assets, reduce tenant displacement, and provide cost-effective tenant spaces (when compared to new construction). Existing buildings are depicted as yellow polygons on the Vision Plan.
- **Commercial Services** – Cafes, restaurants, specialty retail, personal services, and fresh food markets are important land use components for thriving downtown districts – the Vision Plan assumes that many of the ground floor tenant spaces would be devoted to commercial services (or live-work units). These uses are prioritized along the 6th Avenue, 7th Avenue, 8th Avenue, and D Street corridors to achieve a critical mass of commercial services while complementing the offerings found at the 5th Avenue Mall and other surrounding commercial offerings).



Above: Perspective rendering of the Vision Plan depicting a potential redevelopment scenario for the Focus Area.

- **Destination Hotel/High-Density Housing** – The City’s long-range planning documents call for new destination hotels that could also include high-density housing to serve residents, tourists, and business travelers. The Vision Plan depicts a new high-rise building at the corner of 6th Avenue and D/E.. New development could include a lounge, restaurant, shops, and conference/meeting space. The hotel could include patio and terrace spaces. Residents could have access to all the amenities a hotel can provide including food, cleaning, and parking services. A newly activated 6th Avenue corridor would complement the mall, Downtown streets and be great for the surrounding businesses.
- **District Parking** – The D Street District is envisioned to revitalize into a multi-travel option, mostly bicycle and pedestrian-oriented district. The Vision Plan assumes that motor vehicle parking would be handled at the district scale through public parking garages, street parking, and select private facilities (rather than a one-stall per occupant approach). The Vision Plan depicts a new, five-level garage along 7th Avenue at C Street and private garages on the ground floors of three new projects.
- **Enhanced Streetscapes** – Downtown is envisioned to grow with additional pedestrian

activity and multi-modal options, whereas great streets are essential for district vitality. The Vision Plan depicts enhancements to area streets focused on wider sidewalks, narrowed travel lanes (for traffic calming), improved crosswalks, and adding trees and landscaping. Notably, D Street will be transformed into a “Festival Street” that can be closed periodically to motor vehicles to host events and support community gatherings.

- **Amenities** – Downtown residents will benefit from parks and public amenities, and fortunately Downtown already has several existing open space areas and civic destinations. The Vision Plan depicts access improvements to surrounding parks/civic uses, a new pedestrian alleyway, and a food truck court (along D Street). Furthermore, the planned infill projects include courtyards, patios, terraces, and/or balconies to serve current and future residents.

Vision Plan Exhibit - Figure ES.2 illustrates the Vision Plan for the D Street District; this includes an inset depicting an alternative redevelopment scenario for Block 102. Table ES.a lists the planned development program for each block and proposed building (note: programming is not provided for existing structures). Section 5.3 provides more detail pertaining to the key components for the D Street District.

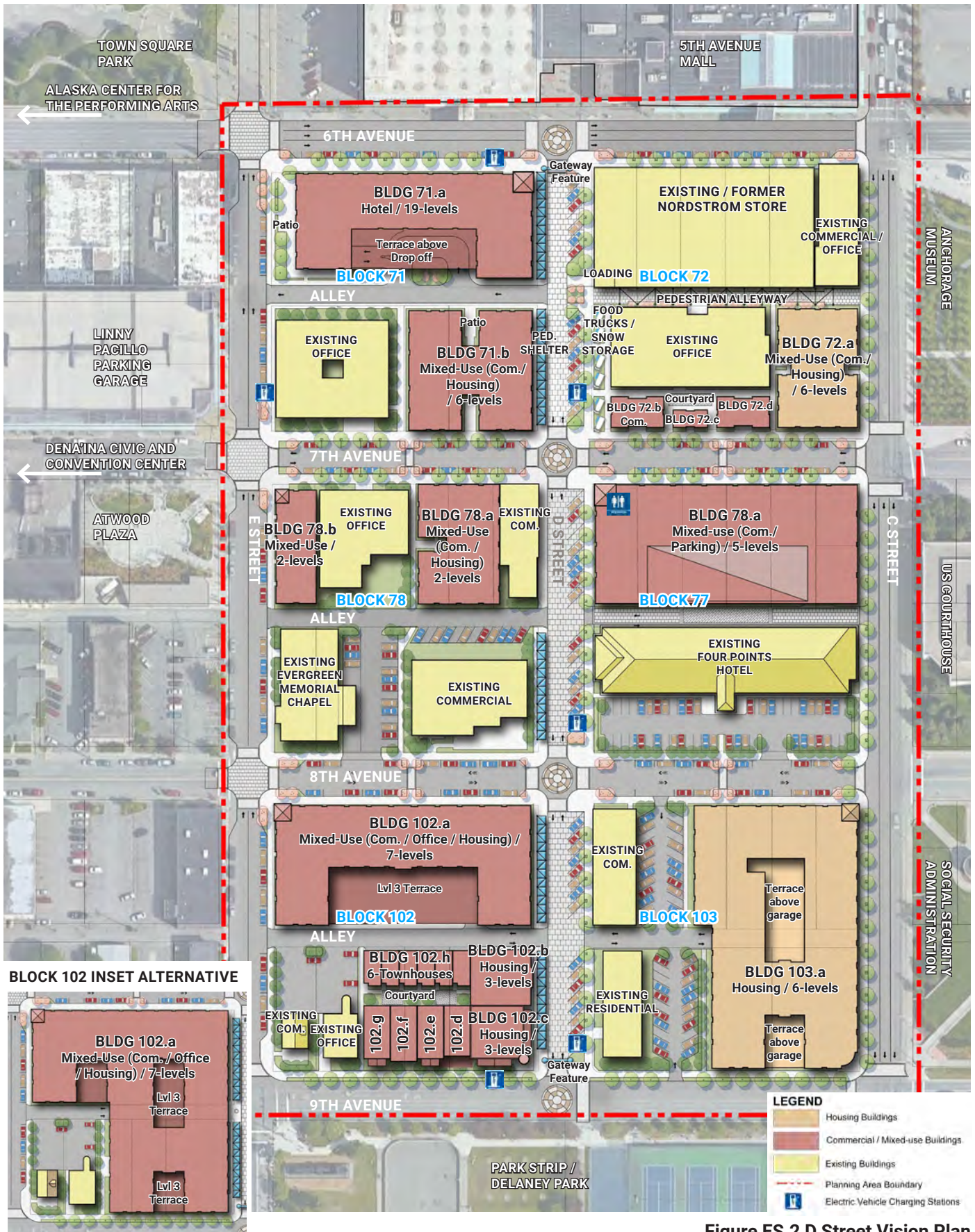


Figure ES.2 D Street Vision Plan

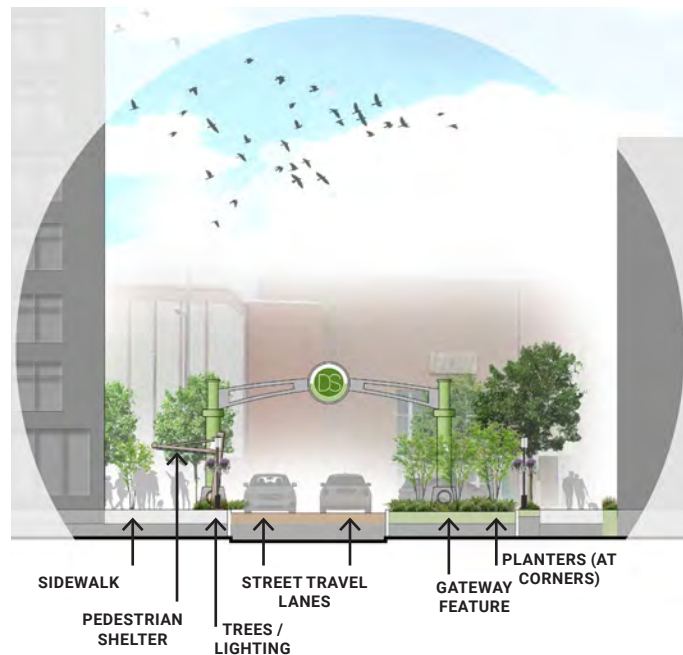
Table ES.a. Vision Plan Development Programming

Block	Building	Land Use	Number of Levels	Building Footprint (square-feet)	Non-residential Area (square-feet)	Dwelling Units (1,000-sf average)	Hotel Rooms (600-sf average)	Parking Stalls	Parking Arrangement
71	71.a	Hotel	19	22,910	22,910	0	412	228	2 underground levels
71	71.b	Mixed-Use (Commercial/Housing)	6	17,140	5,000	104	0	0	
72	72.a	Mixed-Use (Commercial/Housing)	6	11,550	1,500	68	0	0	
72	72.b	Commercial	1	2,000	2,000	0	0	0	
72	72.c	Commercial	1	800	800	0	0	0	
72	72.d	Commercial	1	2,000	2,000	0	0	0	
77	77.a	Mixed-Use (Parking Structure)	5	39,400	8,000	0	0	540	5 levels (1/2 of first floor)
78	78.a	Mixed-Use (Commercial/Housing)	6	11,890	2,000	72	0	0	
78	78.b	Mixed-Use (Commercial/Office)	2	5,800	11,600	0	0	0	
102	102.a	Mixed-Use (Commercial/Office/Housing)	7	38,850	57,020	140	0	155	1 underground level (1/4 ground level)
102	102.b	Housing (Apartment)	3	4,330	0	12	0	0	
102	102.c	Housing (Apartment)	3	3,690	0	11	0	0	
102	102.d	Housing (Brownstone)	2	1,710	0	2	0	0	On-street or via arrangement offsite
102	102.e	Housing (Brownstone)	3	1,800	0	3	0	0	On-street or via arrangement offsite
102	102.f	Housing (Brownstone)	3	1,800	0	3	0	0	On-street or via arrangement offsite
102	102.g	Housing (Brownstone)	3	1,800	0	3	0	0	On-street or via arrangement offsite
102	102.h	Housing (Townhouses)	3	10,800	0	6	0	12	2-car garage per unit
103	103.a	Housing (Apartment)	6	48,605	0	228	0	85	1 level
Total					112,830	652	412	1,020	
Alternative Vision Plan (See Inset)			Includes all other proposed buildings as listed above, but replacing buildings 102.a with a single building 102.a (see below)						
102	102.a	Mixed-Use (Commercial/Office/Housing)	7	66,700	45,000	325	0	248	1 underground level / 3 above ground levels
Total					100,810	797	412	1,101	

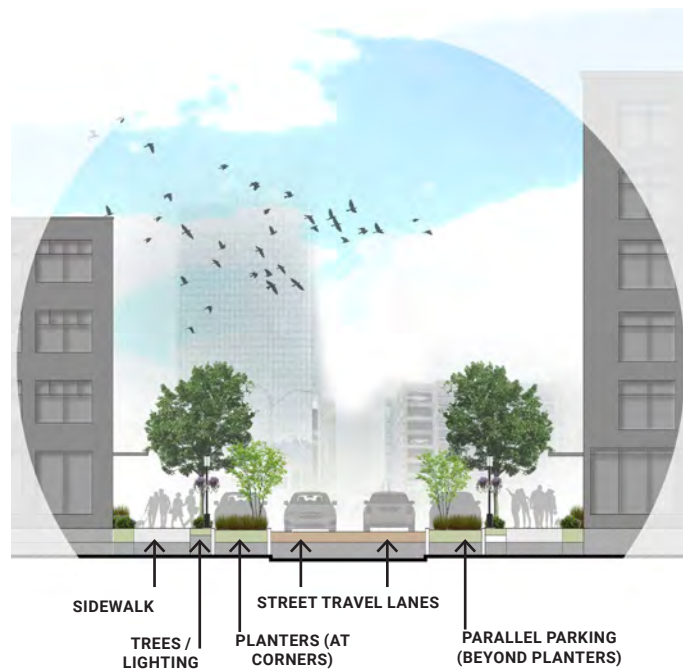
District Framework Plan (DFP)

This AWP study includes the District Framework Plan (DFP) that graphically illustrates the planned physical improvements and district designations for the D Street District; the DFP is intended to breakdown the individual components from the Vision Plan for implementation purposes (see Figure ES.3). The DFP includes the associated planning initiatives list (or Key) for reference purposes (see Table ES.b). The DFP visually describes the future corridor and neighborhood enhancement initiatives on a diagrammatic map so the MOA, the ACDA, and local stakeholders can effectively plan for their future. The DFP includes the following main planning groups.

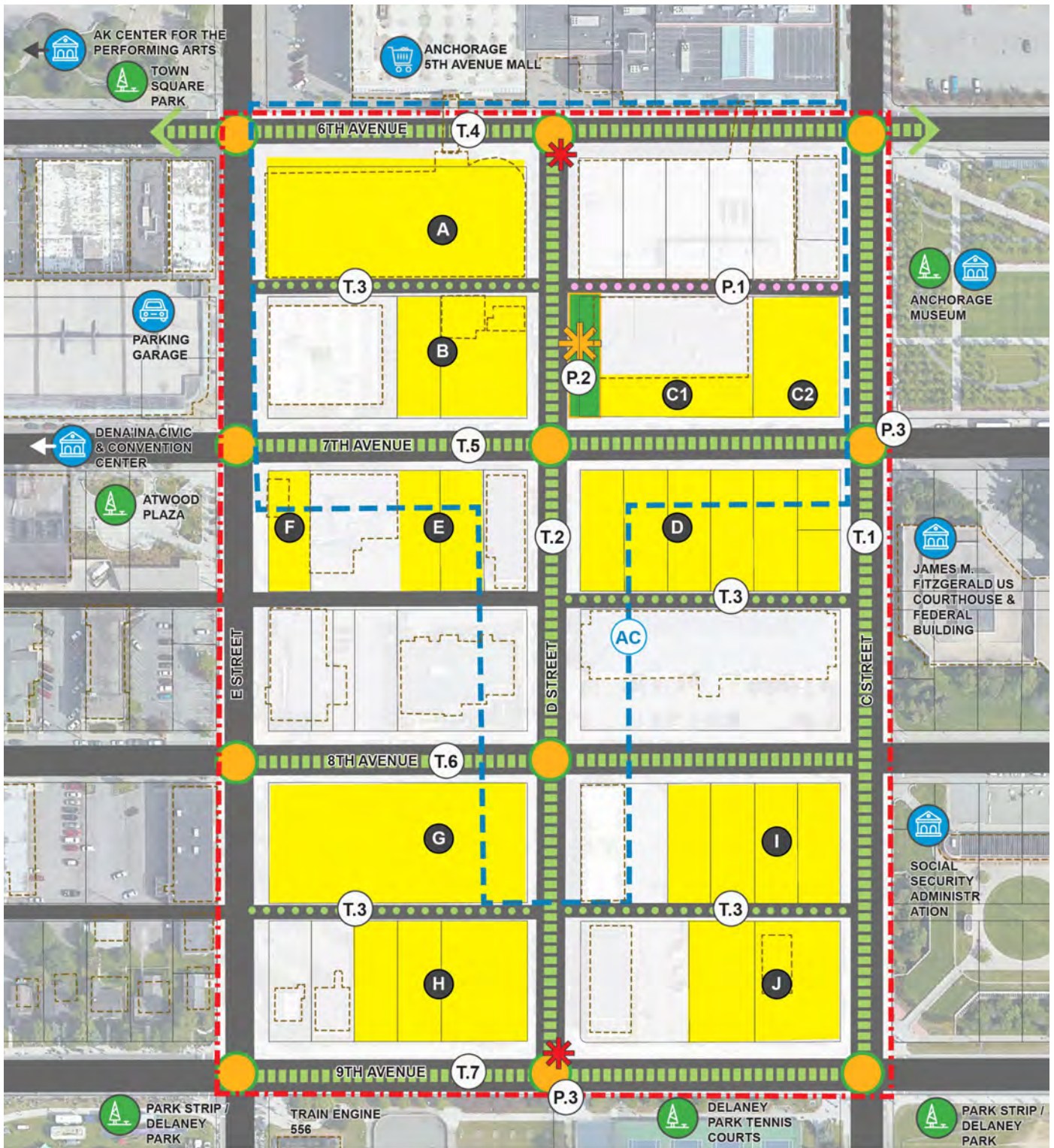
- **Commercial Activity Center** – Designate properties and corridors that should be prioritized for future commercial services (and tenant space) so that the D Street District is well-served, and the district evolves with a critical mass of retail, restaurants, and personal services.
- **Transportation / Streetscape Projects** – Designate and plan for streetscape enhancements with quality sidewalks, landscaping, furniture, and traffic calming elements. Integrate universal design principles to improve access for multi-generations and individuals with limited mobility (e.g., ADA design standards).
- **Parks / Open Space Projects** – Identify and plan for new public and private open space elements throughout the D Street District. Improve access to existing parks and open space areas in and around the Downtown Core. Plan for Fall/Winter, and Summer/Spring gathering areas.
- **Opportunity Sites** – Identify and promote Opportunity Sites within the D Street District that would be most conducive for near- and long-term urban infill projects; prioritize properties that are undeveloped and/or currently support surface parking lots. Identify the land use goals for each site.



D Street Streetscape Design: Conceptual cross section design for D Street - enhancements would transform the corridor into a "Festival Street" with wider sidewalks, angled parking on the east side, and a continuous pedestrian shelter on the west side.



7th Avenue Streetscape Design: Conceptual cross section design for 7th Avenue - enhancements include wide sidewalks, trees/landscaping, and an entry feature at each end of the corridor.



LEGEND

- Focus Area
- Existing Buildings
- Existing Parks & Open Space
- Existing Civic Use (various icons)

PLANNING ELEMENTS

- Project Label
- Opportunity Site Label
- Designated Opportunity Sites
- Potential Open Space Areas
- Planned Streetscape Projects
- Planned Alley Improvements
- Planned Pedestrian Alleyways
- Planned Intersection / Crosswalk Enhancements
- Planned Gateway Features
- Commercial Activity Center (Commercial Priority Corridors)

Figure ES.3. D Street District Framework Plan (DFP)

Table 6.2.a. Planning Initiatives List

<i>DFP Label</i>	<i>Planning Initiative</i>	<i>Description</i>
Commercial Activity Area		
AC	Commercial Activity Center	<ul style="list-style-type: none"> Designate areas along primary streets as the Commercial Activity Area. Require ground floor commercial tenant spaces and recruit businesses to this geographic area. Prioritize capital improvements in this designated area.
Transportation / Streetscape Projects		
T.1	C Street	<ul style="list-style-type: none"> Widen the sidewalk (on the west side of the right-of-way), add trees/landscaping, and install wayfinding signage.
T.2	D Street	<ul style="list-style-type: none"> Transform the corridor into a “Festival Street” where segments can be closed to motorized vehicles to host events/community gatherings. Enhance intersections and crosswalks. Widen sidewalks and add a pedestrian shelter on the west side of the right-of-way. Add angled parking to the east side of the right-of-way, and add pavers/decorative pavement to travel lanes. Add gateway features/signage to each end of the corridor on D Street.
T.3	Alley Improvements	<ul style="list-style-type: none"> Improve alley pavement (to serve infill projects) and add lighting/safety elements.
T.4	6th Avenue	<ul style="list-style-type: none"> Construct an enhanced intersection at D Street with crosswalks and decorative pavement. Add street parking, widen sidewalks (on the south side of the right-of-way), and add tree/landscaping along the curb.
T.5	7th Avenue	<ul style="list-style-type: none"> Widen sidewalks (as feasible), narrow travel lanes (for traffic calming), retain parallel street parking stalls, add trees/landscaping, and construct mid-block pedestrian crossings.
T.6	8th Avenue	<ul style="list-style-type: none"> Widen sidewalks (as feasible), narrow travel lanes (for traffic calming), retain parallel street parking stalls, add trees/landscaping, and construct mid-block pedestrian crossings.
T.7	9th Avenue	<ul style="list-style-type: none"> Construct enhanced intersections at C Street and D Street with crosswalks and decorative pavement. Widen the sidewalk (on the north side of the right-of-way) and add trees/landscaping. Install wayfinding signage depicting Downtown destinations.
Parks / Open Space Projects		
P.1	Pedestrian Alleyway	<ul style="list-style-type: none"> Convert the alley (south of 6th Avenue and between C/D Streets) into a pedestrian alleyway/passageway. Replace asphalt with decorative paving and add ambient lighting and string lights over the space.
P.2	Food Truck Court	<ul style="list-style-type: none"> Convert the surface parking along D Street at 7th Avenue into a Food Truck Court. Utilize the space for snow storage and/or festivities during Winter months.
P.3	Park Access Improvements	<ul style="list-style-type: none"> Improve crosswalks and apply universal design elements to the intersections leading to area parks. Install wayfinding to direct individuals to parks and open space amenities.
Opportunity Sites		
A-J	Opportunity Sites (OS)	<ul style="list-style-type: none"> Designate undeveloped/underutilized properties as “Opportunity Sites” and focus developer recruitment activities on those properties.

Revitalization Strategies

The AWP project resulted in five Community Revitalization Strategies that aim to address various aspects of redevelopment, placemaking, mobility, and community stewardship; these strategies also aim to implement the planning ideas from the Vision Plan and the DFP. MOA Departments, ACDA, and area stakeholders can use these strategies to guide their future work plans, marketing activities, and budget allocations. Each revitalization strategy includes a series of Strategic Actions that should be applied to the D Street District over the next decade; more detail is provided in Chapter 6 of the document.

Strategy 1 – Fill Our Downtown

The first strategy aims to designate sites for new urban infill and redevelopment projects in the D Street District. These projects will provide much needed community-serving uses and also strengthen Downtown’s built form by replacing many of the area’s surface parking lots with permanent, urban-scaled buildings.

Strategic Actions

- **Action 1.A: Opportunity Site Designation** – Using the DFP as the guide, formally designate undeveloped and underutilized properties as “Opportunity Sites” aimed to support new urban infill and redevelopment projects.
- **Action 1.B: Project Programming** – Define the desired programming for each of the designated Opportunity Sites in terms of building scale, appearance, amenities, and tenant focus.
- **Action 1.C: Commercial Tenant Spaces** – Promote the creation of ground level commercial tenant spaces for the new infill and redevelopment projects within the designated Commercial Activity Center (pursuant to the DFP). Alternatively, create live/work housing units in those areas.
- **Action 1.D Housing Diversity** – Create new diverse housing options throughout the D Street District in terms of unit sizes and price points. Promote the creation of multi-bedroom units to accommodate families and larger households.

- **Action 1.E: Interim Uses** – Define and implement interim uses on Opportunity Sites to activate the spaces and to generate income in the time before they are redeveloped with new, permanent structures. Focus on art, mobile food vendors, and recreation.
- **Action 1.F: Environmental Site Assessments and Remediation** – Prioritize environmental studies on the designated Opportunity Sites. Provide financial assistance via grant and loan funding for environmental studies and as applicable cleanup/abatement activities that address site contaminants, pollutants, and/or hazardous building materials.

(continue to the next page for more strategies)



Above. Example of an urban-scaled, mixed-use infill project in Tacoma, Washington - a similar project could be constructed on one (or several) of the designated “Opportunity Sites” in the Focus Area.

Strategy 2 – Building Adaptive Reuse

The second strategy aims to retain and adaptively reuse many of the existing structures throughout the D Street District to preserve area character, avoid potential tenant displacement, and to recognize these structures as substantial real estate assets. Over time, buildings can be adaptively reused to support new uses and to respond to modern day tenant needs.

Strategic Actions

- **Action 2.A: Building Preservation Priority** – Using the Vision Plan as the guide, identify existing structures that would be ideal for adaptive reuse activities. Work with property owners to devise renovation plans for those buildings to make them economically viable for a variety of users.
- **Action 2.B: Reactivate Tenant Spaces** – Continue to inventory and identify existing buildings that are vacant or not fully leased. Define needed improvements that would entice new tenants to reoccupy vacant spaces. Adopt programs and provide technical assistance to improve those buildings.
- **Action 2.C: Modernize Buildings** – Work with property owners to identify building enhancements that result in modern tenant spaces and safe living conditions focusing on improving electrical, plumbing, fire suppression, and energy efficiency. Provide incentive programs and financial resources that support modernization improvements.
- **Action 2.D: Environmental Site Assessments and Regulated Building Materials Survey** – Continue to prioritize and support assessment (via a regulated building material survey) of the existing buildings within the D Street District to identify potentially hazardous building materials that may impeded or inhibit adaptive reuse(s). Provide financial assistance via grant and loan funding for assessment and abatement services.

Strategy 3 – Enhanced Public Spaces

The third strategy aims to enhance the public realm within the D Street District to achieve a distinctive, urban destination and to enhance the appearance/functionality of area streets/corridors. D Street should function as the central spine for the neighborhood and should be transformed into a Festival Street to serve as a catalytic centerpiece for area revitalization.

Strategic Actions

- **Action 3.A: Streetscape Enhancements** – Using the DFP and Vision Plan as guides, perform enhancements to streets/corridors within the D Street District. Develop a design scheme and materials list to achieve a holistic neighborhood character. Apply ADA standards and universal design principles to all mobility-related enhancement projects.
- **Action 3.B: D Street Festival Street** – Transform the D Street corridor into a convertible Festival Street where segments can be periodically closed to motor vehicles to host events and community gatherings. Construct pedestrian amenities to enliven the space with civic activity.
- **Action 3.C: Wayfinding Signage** – Develop and adopt a comprehensive wayfinding signage program that would be applied throughout the D Street District and expanded through the greater Downtown vicinity.
- **Action 3.D: Open Space Access** – Enhance pedestrian and bicyclist access to the public open spaces that surround the D Street District. Prioritize crosswalk, signage, lighting, and signalization improvements near area parks.
- **Action 3.E: Pedestrian Alleyway** – Transform the existing motor vehicle alley south of 6th Avenue (between C and D Streets) into a pedestrian alleyway with decorative pavement, overhead lighting, art, and gathering spaces.

Strategy 4 – Utilities and Supportive Public Services

The fourth strategy aims to identify and provide essential services to the D Street District that benefit existing tenants, new projects, and visitors alike. This is particularly important when community's aim to entice new projects and civic activity to an evolving area of the city. The D Street District needs to be well-served with utilities, crime prevention methods, and maintenance/cleaning services. Our Downtown includes several action items similar to the proposals below. Implementers can use recommendations from the Our Downtown Utility Subcommittee report and input from the Anchorage Downtown Partnership (ADP) to help implement the strategic actions proposed for the D Street District.

Strategic Actions

- **Action 4.A: Utilities Assessment** – Perform a detailed utility assessment to identify potential capital investments that would be needed to adequately serve future infill and redevelopment projects. Assess potential utility line relocation to accommodate projects that span alleys.
- **Action 4.B: Snow Removal/Storage** – Define a comprehensive snow removal strategy including storage locations, maintenance plans, and associated costs. Provide shelters and architectural elements (over sidewalks) that protect individuals from inclement weather.
- **Action 4.C: Safety and Surveillance** – Develop a strategy to provide/enhance public safety and deter crime activity in and around the D Street District. Provide additional policing and law enforcement to area streets.
- **Action 4.D: Maintenance and Cleaning** – Implement a maintenance and cleaning plan for area streets focusing on removing debris/litter, pruning/maintaining landscaping, and addressing pavement wear.

Strategy 5 – District Branding and Marketing

The fifth strategy aims to identify the myriad of marketing activities that are critical to promoting the area and enticing new businesses/residents. The

D Street District needs a defined brand in terms of a district name, logo, and tag line. Long-term, the community needs to employ a multifaceted marketing campaign to recruit developers, residents, businesses, and visitors to the D Street District.

Strategic Actions

- **Action 5.A: District Brand** – Develop a formal name and brand for the D Street District to promote the neighborhood as a distinctive urban destination. Adopt a logo, colors, and tag line that are unique to the area and promoted through marketing, outreach, and placemaking activities.
- **Action 5.B: Business and Developer Recruitment** – Define and implement a robust business and developer recruitment plan aimed to entice private investment and interest to the D Street District. Partner with property owners, community organizations, and real estate entities to implement the recruitment plan.
- **Action 5.C: Media Promotion** – Utilize social media, news sources, and travel services to promote the D Street District (and its Vision) to visitors, residents, potential businesses, and developer entities. Showcase the potential and goal to create a distinctive urban neighborhood.
- **Action 5.D: Neighborhood Association** – Support the creation of a neighborhood association (or equivalent) for the Focus Area with the objective to achieve a self-governance organization tasked with event programming, and area promotion, maintenance, and long-range planning. Establish funding resources and obtain 501.c.3 federal tax status (as applicable). Support the association in developing annual work plans for strategic initiatives and general operation.
- **Action 5.E: Events and Traditions** - Partner with businesses, organizations, and community groups to host community events and traditions throughout the year (build upon the First Friday festivities). Identify locations, venues, and corridors that are conducive for each event. Employ promotional strategies to effectively advertise the events. Coordinate with area businesses so they benefit from the increased customer activities.

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Chapter 1

PROJECT INTRODUCTION AND OVERVIEW



Section 1.1: Project Introduction

The Reimagining D Street Area-Wide Planning Study represents an ambitious community priority to define a vision and strategy to transform an underutilized, automobile-oriented Downtown Anchorage enclave into an exciting, urban neighborhood. In the Fall of 2023, the Municipality of Anchorage, Long-Range Planning Division (“MOA LRP”), the Anchorage Community Development Authority (ACDA), and their consultant (Stantec) completed an area-wide planning (AWP) study for a six-block area in Downtown Anchorage with the goals to identify redevelopment opportunities and to define a series of strategies to position the area for near-term revitalization and long-term economic prosperity. Through a holistic planning approach, the area has the potential to transition into a distinctive urban neighborhood with local shopping, a destination hotel, housing, employment, and community amenities; all complementing other Downtown destinations and assets to achieve an exciting city center for all Anchorage residents and visitors to enjoy.

Above: View of the D Street Focus Area and vicinity from atop the J.C. Penney garage.

The AWP process explored existing conditions, identified opportunities, engaged with community stakeholders, and identified a vision and action plan for area enhancements. Notably, the planning process built upon the ideas and revitalization goals from the recently adopted “Our Downtown: Anchorage Downtown District Plan” (completed under a separate initiative). This document summarizes the planning process, existing area conditions, the planning ideas, and the recommended action plan to revitalize this important area of the Anchorage community.

D Street District and Context - The D Street District includes the properties between C Street and E Street and extending from 6th Avenue to 9th Avenue. D Street serves as the central spine that extends south from the 5th Avenue Mall to the Park Strip/Delaney Park along 9th Avenue. For decades, the D Street District has remained mostly idle in terms of urban redevelopment activity and private investment. Notably, the former Nordstrom Department Store ceased its retail operations in 2019 leaving a multi-level building along 6th Avenue – the building

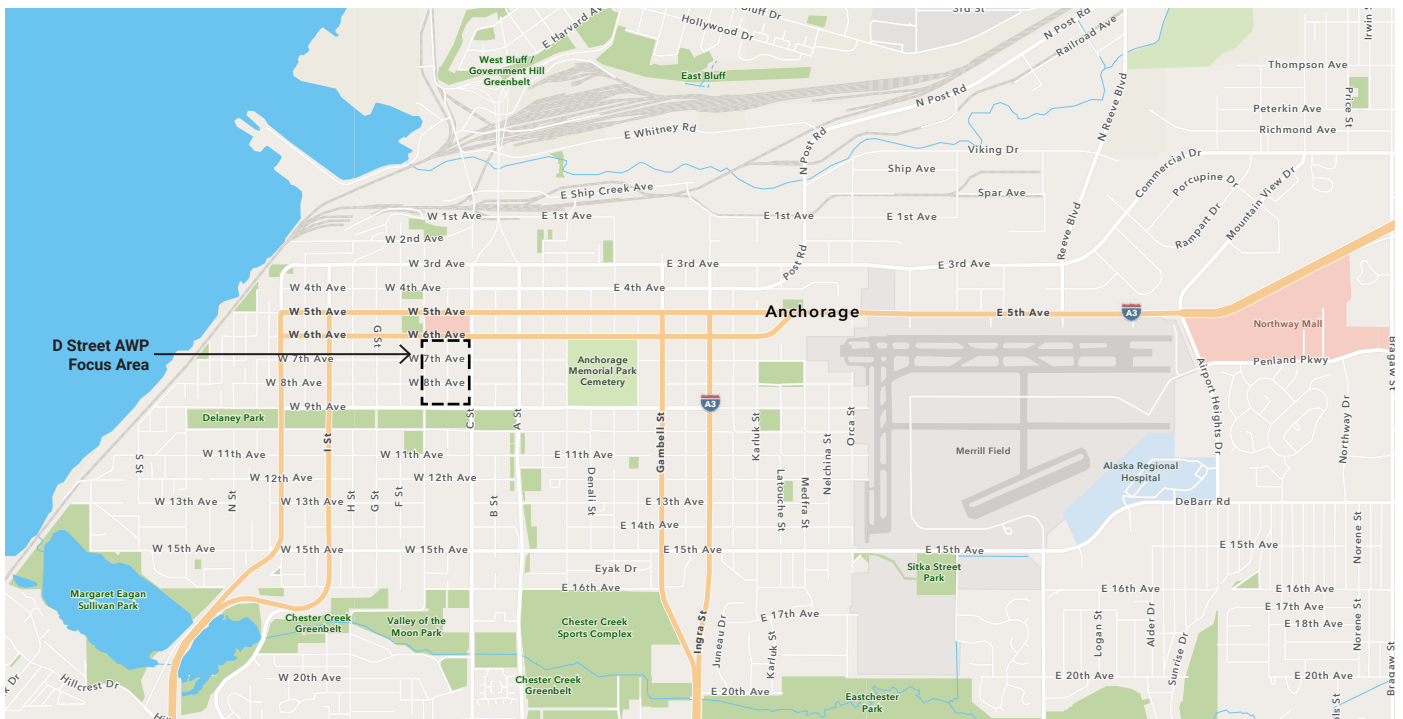


Figure 1.1.1. Regional Context Map Source: MOA MapIt! on-line GIS application

remains vacant today. The JCPenney parking garage occupies the northwest corner of the D Street District; due to structural concerns and lagging retail sales, the structure remains mostly unused and could be razed to make way for new development. Additionally, surface parking lots cover a large portion of the D Street District.

The former Nordstrom Building, the J.C.Penney Parking Garage, and the large swaths of parking lots present both challenges and opportunities for Downtown Anchorage – in their current state, they create voids in the urban fabric. Long-term, these properties present opportunities for new community-serving uses such as housing, employment, accommodations, and commercial; either through urban infill projects (on surface parking lots and on redevelopment sites) or adaptive reuse activities (as in the former Nordstrom Department Store building and other existing buildings). Through thoughtful reuse planning, there is a larger opportunity to define a holistic revitalization strategy to capitalize on the area’s underutilized sites, existing infrastructure, current tenants, and surrounding destinations.

The D Street District contains several active uses that should be a foundation to revitalization planning. Notably, the Alaska Oil and Gas Conservation Commission (AOGCC) maintains an office along 7th Avenue, the Evergreen Memorial Chapel is located

along 7th Avenue (at E Street), and the Four Points Hotel provides quality accommodations along 8th Avenue (between C Street and D Street). There are multiple small-scale apartment and office buildings scattered throughout the D Street District, many continue to support long-time tenants.

Most D Street District streets are in fair condition but lack streetscape enhancements that are found on more active Downtown corridors (e.g., trees, pavers, art). Markedly, C and E Streets are one-way, multi-lane corridors that carry heavy traffic volumes through the downtown core. C Street is devoid of trees, parking, and wide sidewalks. E Street has on-street parking and has received some streetscape enhancements including landscaping, art, and decorative intersection treatments; the corridor is reminiscent of typical downtown streets in terms of scale and cross section design. D Street and the other side streets are two-lane corridors with sidewalks, on-street parking, and limited pavement treatment; while these streets are generally fine, streetscape enhancements would support more pedestrian activity and contribute to a more enjoyable Downtown experience. Overall, the street network could benefit from changes that improve their appearance, functionality, and contribute to a more successful enclave within the larger Downtown vicinity.

Surrounding Downtown Context – The AWP D Street District is nestled amongst several major destinations and activity centers in Downtown Anchorage. Through thoughtful planning, there is opportunity to plan the D Street District in a way that builds upon other Downtown assets to achieve a vibrant regional destination with amenities, commercial services, public institutions, and housing options. The 5th Avenue Mall is a major retail destination located just north of the D Street District; while the mall provides an array of commercial options, its retail vitality has fluctuated over the last several years (mostly due to the COVID-19 pandemic of 2020-22). Other small-scale retail and eateries surround the mall and occupy many of the City's legacy storefronts.

Near the D Street District, Downtown Anchorage has several public institutions. The Anchorage Museum (and its large open space area) is located to the east along C Street. The Alaska Center for the Performing Arts is located to the northeast of the D Street District along 6th Avenue. Downtown has two main convention/conferencing venues that bring large crowds to the area; this includes The Dena'ina Civic and Convention Center along 7th Avenue and the older William A. Egan Civic & Convention Center along 5th Avenue. Federal institutions are located just east of the D Street District including the James M. Fitzgerald United States Courthouse and Federal Building, and the Social Security Administration. Other state and municipal offices are scattered throughout the



Downtown core. Town Square Park, the Park Strip/ Delaney Park, Atwood Plaza, and the green space located in front of the Anchorage Museum are well-known open space amenities within a block of the D Street District. These destinations bring activity to Downtown but many feel both physically and psychologically disconnected from them due to the current street configurations and voids in the urban fabric (e.g., vacant properties and/or surface parking lots). Through a holistic planning approach, these existing destinations/assets could be used to leverage future uses and public investments in the D Street District to achieve a much more complete and interconnected Downtown.

Downtown Plan / DDP – In early 2022, the Anchorage Assembly formally adopted the “Our Downtown: Anchorage Downtown District Plan” (“Our Downtown” herein). Our Downtown includes goals and a policy framework to guide future land use and capital investments for the central business district – the AWP D Street District is within the Downtown Core. During the Our Downtown planning process, MOA LRP completed several feasibility studies to support this endeavor including a density and housing market analysis, utility and gap funding subcommittee process, redevelopment conceptual planning, and illustrations. Our Downtown defines the vision and strategy to enliven the Central Business District through high-density infill development, capital projects, and supportive infrastructure. See Chapter 2 for more detail on Our Downtown and its noteworthy components.

Below: Aerial view of the Focus Area and the other uses/ destinations in the vicinity.



Project Team and Focus Area

For the AWP project, MOA LRP, ACDA, and Stantec comprised the Project Team. These entities served as the core staff to explore area conditions, define potential revitalization ideas, engage with area stakeholders, and manage the project components. During the project's scoping phases, MOA LRP and ACDA defined the AWP D Street District to include a six-block area just south of the 5th Avenue Mall and extending to the Delaney Park Strip and between C and E Streets. See Figure 1.1.2 for the AWP D Street District boundary.

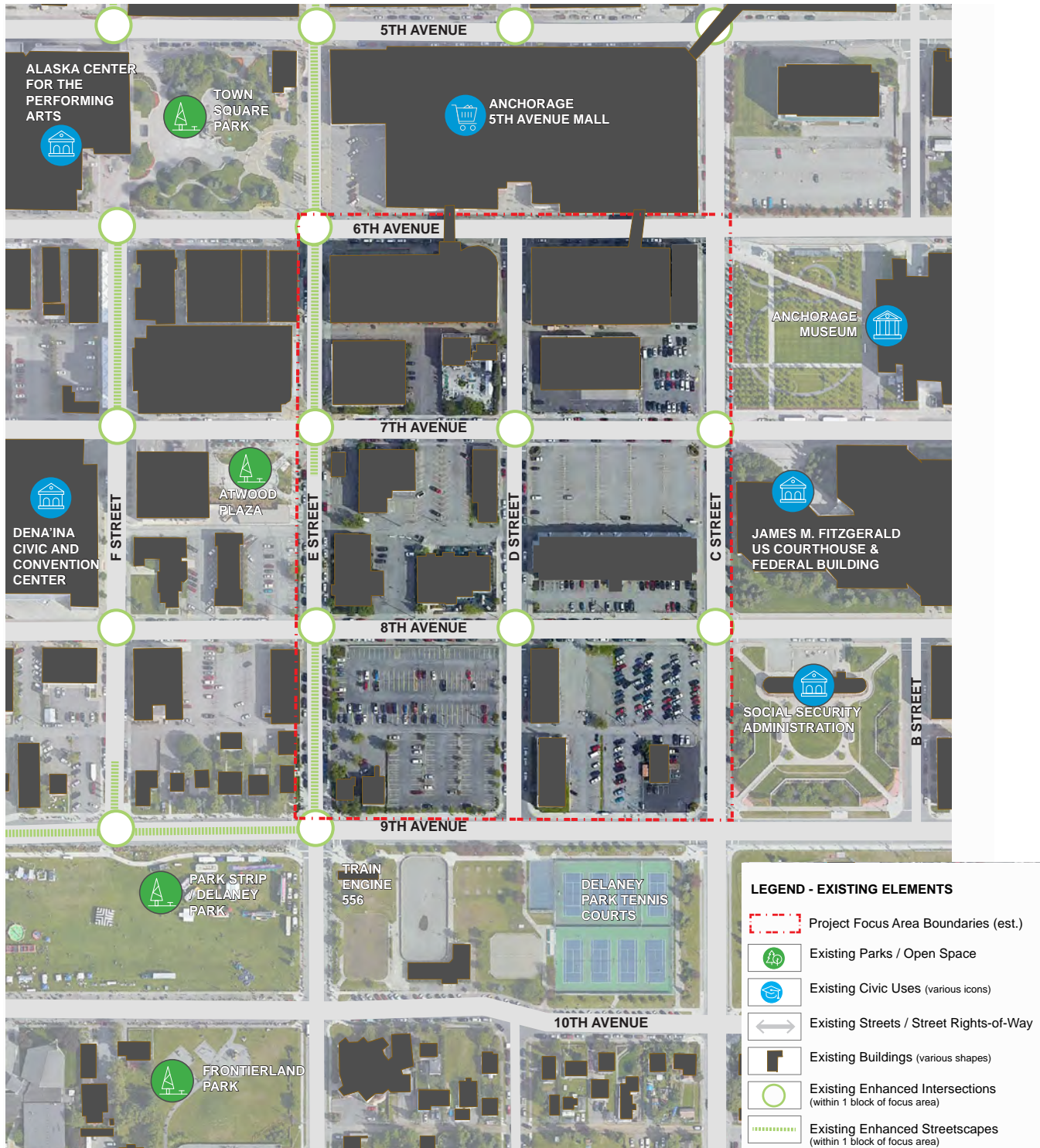


Figure 1.1.2. AWP Focus Area Map Source: Google Earth Pro

Community Planning Assets

When planning for district revitalization it is important to acknowledge and build upon existing community assets so that the resulting plan and recommendations are rooted in the place, local values, and contextual uniqueness. As described in the area context subsection, Downtown has several existing assets that could be used as the basis for revitalization planning in the D Street District. Notably, the AWP study aims to better connect existing destinations, add commercial services/housing, and improve the built environment through streetscape enhancements, medium to high-density infill projects, and adaptive reuse of existing buildings. The following lists notable community assets that were considered in the planning process.



ESTABLISHED STREET GRID – The D Street District and the larger Downtown vicinity have an established street network that form a typical city grid established during the early 1900s. Since this network is in place, it eliminates the need for future developers (or the City) to establish and construct new roadways (albeit some corridors are ripe for enhancements). Additionally, this established roadway network includes a defined street hierarchy; some corridors are tailored to move regional traffic while others are less travelled and provide local access to individual properties.



OPPORTUNITY SITES – Downtown Anchorage has a large collection of surface parking lots, vacant properties, and parcels that could support additional improvements while increasing downtown's vitality. Long-term, these properties provide tremendous opportunities for new community-serving uses. Notably, the D Street District has three properties identified as "Opportunity Sites" on the Our Downtown (Step 2 – Downtown District Plan Revitalization Map) that are expected to be revitalized for new housing, accommodations, employment, and commercial services.



EXISTING BUILDINGS – Downtown Anchorage is the cultural and commercial center for the region and has an array of existing buildings ranging from small-scale retail structures to large-scale high rises. Existing buildings contribute to the community's identity, and many have supported beloved tenants through the decades. While Downtown has struggled with vacancies as commercial needs have changed, existing buildings present opportunities for new tenants (whether commercial or residential in nature). There is opportunity to adaptively reuse some of the existing buildings in the D Street District in order to retain area character, to provide cost-effective tenant spaces, to guard against tenant displacement, and to recognize their economic value (in terms of real estate assets).



COMMUNITY DESTINATIONS – There are several community destinations within a three-block area of the D Street District; these unique amenities create centers of civic activity and serve as Downtown anchors. There is opportunity to build upon these existing destinations through new housing and commercial projects, activated tenant spaces, and multi-functional street corridors to achieve a much more active and interconnected Downtown core.



NATURAL VIEWS – Downtown rests on the bluff above the Cook Inlet and is nestled amongst astounding natural amenities. The Chugach Mountains rise to the east and south, and the Alaska Range can be seen in the northern distance. City-center -scaled, multi-level buildings provide enhanced views to their occupants. There is opportunity to plan future medium and high-density buildings so that they take advantage of the natural landscape views yet do not obstruct visibility from the street..



Section 1.2: Environmental Protection Agency (EPA) Brownfield Program

The United States EPA provides funding and technical assistance to local communities to address brownfield conditions and to advance redevelopment activities in neighborhoods, corridors, and districts that have a history of blight, abandonment, and disinvestment, as well as the potential presence of environmental hazards and liabilities linked to brownfield sites. A brownfield is defined by the EPA as “a property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.” Former industrial sites, abandoned properties, and structures with potentially hazardous building materials are included in the EPA definition of brownfields.

1. View of the 6th Avenue corridor looking east from the J.C. Penney garage; the 5th Avenue Mall on left, and the former Nordstrom department store on the right (brick facade). | 2. View of the J.C. Penney garage on the corner of D Street.



The EPA awarded a \$600,000 Community-Wide Assessment Grant (CWA) to the MOA to inventory, prioritize, assess, and plan the cleanup/reuse of hazardous substances and petroleum brownfield sites throughout the Municipality. The coalition is committed to transforming neglected, underutilized properties into vibrant new uses. Over time, brownfields sites have complicated the City's revitalization goals as they present redevelopment barriers as a result of actual or perceived environmental cleanup and other liabilities. When planning for Downtown areas, brownfields are an important consideration when planning for property reuse.

Brownfield Challenges - Brownfield sites can present a multitude of challenges for local communities associated with their blighted condition, documented (and undocumented) environmental liabilities, underutilized status, and prolonged disinvestment. Many times, brownfield sites remain fallow (and even avoided) due to uncertainties of the property conditions and liability related to clean up requirements. The environmental liabilities can include the presence of hazardous chemicals or petroleum products in soil, groundwater, and soil vapor, as well as hazardous building materials such as asbestos, lead-based paint, and polychlorinated biphenyls (PCBs)—commonly used in the construction or maintenance of older buildings. These conditions can pose a hazard to both humans and the natural environment.

Many brownfield sites remain underutilized and hinder revitalization efforts in the larger community due to their blighted condition and documented (or feared) environmental liabilities. Thus, it is important to identify brownfield sites that are subject to environmental liabilities and other challenges, and to devise plans for assessment, cleanup, infrastructure improvements, and other actions that may be necessary to return these properties to productive use.

The presence of environmental liabilities can significantly complicate site reuse, as well as result in significant added costs (and delays) for abatement, demolition, environmental investigation, and cleanup. In extreme cases, brownfield cleanup costs can far exceed a site's market value (making certain project cost prohibitive without incentives).

Area-wide Planning – AWP is an eligible activity under EPA brownfield grants as the resulting plans or studies can provide communities with a defined vision and action plan that will help bring positive change to these areas. Rather than a site-by-site approach, an AWP process considers several brownfields simultaneously in the context of other properties in a defined area. An effective AWP process identifies a reuse strategy for brownfield sites as well as for larger areas and considers other shared impediments to redevelopment (such as missing or inadequate public or private infrastructure components, regulatory barriers, and market challenges). The AWP process allows communities to explore redevelopment or reuse options for brownfield sites and their surroundings. The AWP program allows local governments to partner with local stakeholders and citizen groups to design a vision and action plan for the planning areas. .



1. View of the existing parking lot next to the Alaska Oil and Gas Conservation building with the former Nordstrom store in the background. | 2. View of the existing office/commercial building at the corner of C Street and 9th Avenue. Future demolition, redevelopment, and adaptive reuse activities on properties like these may warrant environmental studies and/or regulated building materials surveys.

Section 1.3: AWP Components

This AWP document includes a technical analysis of the existing conditions, brownfield sites and potential properties available for redevelopment, the definition of the community's vision and local priorities, the exploration of key community improvement projects, and the creation of an implementation plan. Notably, this AWP helps implement Our Downtown and provides a series of revitalization strategies tailored to spur positive change, support economic development, and enhance quality-of-life in and around the D Street District. The AWP includes six key components that will aid in advancing the MOA's and ACDA's revitalization goals for the D Street District and the vicinity. The subsequent chapters herein provide more detail on the findings and/or recommendations for various topics relating to D Street District planning/evaluation.

Existing Conditions Analysis: The AWP process explored the existing area conditions and the associated land use/zoning requirements in and around the D Street District. This serves as baseline data for potential revitalization recommendations and conceptual site planning (i.e., the designs respond to local development standards). This is discussed in Chapter 2 of this document.

Property Inventory: The AWP process included a property conditions inventory for the entire D Street District. The inventory identified property characteristics that are associated with redevelopment potential (e.g., size, zoning, vacancy status). The inventory also identified properties that possess conditions commonly associated with brownfield sites (e.g., state/federal environmental database listings, historical land uses with potential environmental hazards, etc.). This is discussed in Chapter 3 of this study document.

Community Engagement: The AWP process included engagement activities from a variety of audiences to identify local priorities, preferences, and aspirations leading to the area's revitalization. This engagement components included a staff listening session, interviews with local stakeholder groups (e.g., community members, community organizations, and real estate professionals), and a pop-up event at the Anchorage Museum. The feedback is summarized in Chapter 4.

Revitalization Planning and Strategies: The AWP process included an exploration of a potential revitalization scenario for the D Street District through a series of conceptual plans and other planning exhibits. This explored redevelopment

options for the vacant and underutilized parcels in the D Street District (so show development potential) and design options for select streets (to achieve a pedestrian-oriented, multimodal character). This component included the following elements.

- **Conceptual Revitalization Scenarios:** The AWP process included a series of conceptual site designs that graphically display various ways the D Street District could be redeveloped in the future. The process resulted in a Vision Plan depicting potential redevelopment scenario.
- **District Framework Plan:** The AWP strategies include a District Framework Plan (DFP) and its associated Planning Initiatives that identify the land use designations, capital projects, and amenities that would transform the area to align with the community's vision. The Planning Initiatives provide written detail on individual projects/outcomes as depicted on the DFP. This discussion is presented in Chapter 6 of this document.
- **Community Revitalization Strategies:** The AWP includes Revitalization Strategies that group the AWP's planning ideas into identifiable categories pertaining to Opportunity Sites/Urban Infill Projects, Building Adaptive Reuse, Enhanced Public Realm, Utilities and Supportive Public Services, and District Branding and Marketing. This is discussed in Chapter 6 of this document.

Area-Wide Planning Document: The AWP process resulted in this planning document that summarizes the existing conditions findings, engagement feedback, the long-range vision, the planning ideas, and an action plan (for project implementation).



Chapter 2

COMMUNITY CONDITIONS



Section 2.1: Community Context

As the community plans for urban revitalization, it is important to document and assess the existing conditions affecting this geographic area. This chapter provides a summary of the physical conditions, other MOA plans, and the zoning requirements affecting the D Street District. This can be used as baseline data for potential capital improvements, regulatory refinements, and economic development decisions. Through the AWP process, the Project Team used the existing conditions findings as the foundation for potential enhancements, future projects, and other revitalization ideas that would elevate the quality of life and economic vitality in the D Street District.

Above: View of the D Street Focus Area as seen from atop the J.C. Penney garage; 7th Avenue is in the foreground and the existing property conditions.

Focus Area Description and Overview

The AWP D Street District is a six-block area of Anchorage's established central business district. The northern limit is a defined public/retail destination; the 5th Avenue Mall, the Town Square Park, and the Alaska Center for the Performing Arts are located just outside the D Street District. The southern limits intersect with the multi-block Delaney Park, a signature community open space amenity. The blocks within the D Street District contain a wide variety of land uses and building types including small-scale houses, hotels, mid-rise towers, government offices, places of worship, and multifamily housing. Anchorage is a northern city, the community is regularly blanketed in snow and long-term maintenance and storage remains a priority.

The D Street District has several surface parking lots, abandoned buildings, and other underutilized properties – creating potential for new urban infill and adaptive reuse projects that would bring new community-serving uses to Downtown. More specifically, the legacy J.C. Penney parking garage

and former Nordstrom Department store structures (just south of the mall) are notable opportunity properties in the D Street District. At the same time, the D Street District includes several legacy buildings that continue to support long-time tenants; through adaptive reuse and building modernization investments, these structures could remain and thrive in the area. Each roadway corridor in the D Street District has its own character, land use mix, and opportunities for revitalizations, these are described below.

1. View of the 6th Avenue corridor as seen just west of the Focus Area boundaries; several existing shops and venues line the corridor. | 2. View of the 5th Avenue Mall and the 6th Avenue corridor from the 6th Avenue / C Street intersection.



6th Avenue Corridor – At the northern limits of the D Street District, 6th Avenue is a three-lane, one-way (east bound) major roadway. Wide sidewalks line each side of the right-of-way but there lacks street trees and urban streetscape elements (like furniture, decorative lighting, and art). Street parking is present on the southside of the corridor; only loading is provided on the northside. Several community destinations are located along 6th Avenue. Notably, the 5th Avenue Mall, the JC Penney anchor store, and a small surface parking lot occupy the north side of the corridor; a mall entrance is present where D Street terminates at 6th Avenue. Storefronts line the eastern portions of the mall, whereas the JC Penney exterior is mostly devoid of windows/glazing. The JC Penney parking garage rests on the southside of 6th Avenue between C and D Streets; there is a skybridge linking into the department store and the garage rarely becomes fully occupied. The former Nordstrom Department store building occupies the south side of 6th Avenue from D Street to just before C Street – to date, the building is vacant. The Alaska Center for the Performing Arts and Town Square Park are located one block west of the D Street District and the Anchorage Museum is located to the east. In short, the 6th Avenue corridor has several beloved community destinations that would serve as anchors for future revitalization efforts.

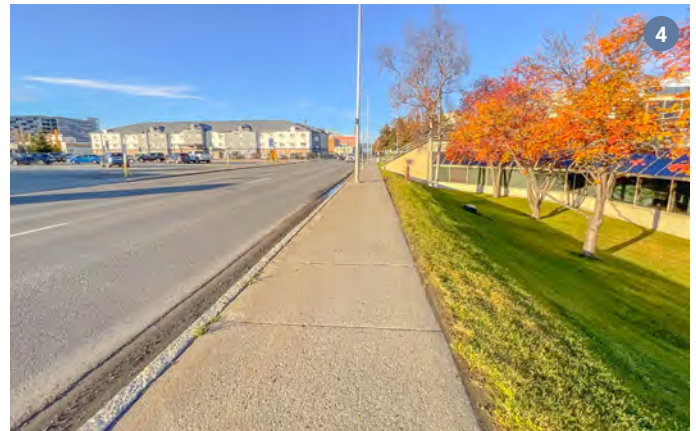




7th Avenue Corridor – 7th Avenue represents a local side street within the D Street District that includes two travel lanes, parking, and sidewalks. Two multi-level offices and small-scale commercial buildings occupy the properties west of D Street. The Alaska Oil and Gas Conservation Commission operates from a building on the north side of 7th Avenue, east of D Street; the building is more suburban in character (meaning the building sits back from the public sidewalks with surface parking lots occupying the street frontages). A large surface parking lot occupies the property at the southwest corner of 7th Avenue and C Street that serves the nearby federal offices with some capacity for the public. There are two other surface parking lots in the areas west of D Street. There is substantial urban infill and adaptive reuse potential within the 7th Avenue corridor (e.g., redevelopment on surface parking lots and improving the existing buildings). While 7th Avenue serves as a direct link between Dena’ina Civic and Convention Center, Atwood Plaza, and the Anchorage Museum, the current land use pattern and the lack of commercial services makes the corridor feel inactive and less attractive to pedestrians, cyclists, and area visitors.

8th Avenue Corridor – The 8th Avenue corridor is another local side street that passes through the D Street District. The Evergreen Memorial Chapel and a preschool operate in the existing buildings west of D Street. A suburban-style Four Points (by Sheraton) hotel is located on the north side of 8th Avenue between C and D Streets; the building sits back from the right-of-way with a small surface lot situated between the hotel and the public sidewalk. Two large surface parking lots occupy much of the properties on the south side of 8th Avenue; these create voids in the urban fabric yet present opportunities for new, urban infill projects. In general, the 8th Avenue corridor lacks street activity, an array of commercial services, and quality architectural elements that are normally associated with successful downtown environments.

1. View of the 7th Avenue corridor from E Street. | 2. View of the east end of the 7th Avenue corridor at C Street. | 3. View of the 8th Avenue corridor from C Street - the existing Four Points Hotel on right, and the surface parking lot on left. | 4. View of Evergreen Memorial Chapel building on the corner of 8th Avenue and E Street.



9th Avenue Corridor – The 9th Avenue corridor is a major thoroughfare that passes on the southern edge of Downtown Anchorage and the D Street District; it has four lanes, wide sidewalks, but no on-street parking. The Park Strip/Delaney Park is located on the south side of 9th Avenue and remains a prominent community asset; the portions directly across from the D Street District include tennis courts, horseshoe pits, basketball courts, and the historic Train Engine 556 installation (this represents an active segment of the Park Strip). A small office building and house/retail structure occupy the corner at E Street, a three-level apartment building is located at the corner of D Street, and a small retail building is located at the corner at C Street; large surface parking lots occupy the other properties along the 9th Avenue frontage. The 9th Avenue corridor is a significant community thoroughfare and overlooks an important community destination at the Park Street; there are opportunities to redevelop the surface parking lots and the low intensive commercial properties with new, urban-scaled development that could bring much needed housing and commercial services to the D Street District and Downtown Anchorage.

C Street Corridor – Aligning along the eastern boundaries of the D Street District, C Street is a three-lane, one-way major thoroughfare that moves regional and freight traffic through the Downtown core. There is no on-street parking, trees, or streetscape elements along the corridor. Additionally, surface parking lots occupy most of the street frontages. Most of the active uses are located on the north end of the corridor where it intersects with 6th Avenue; this includes the 5th Avenue Mall, the Anchorage Museum, and a small mixed-use building (with ground level storefronts). Midway through the corridor, the Four Points Hotel and the James M. Fitzgerald United States Courthouse and Federal Building orient their side facades to C Street. In general, the C Street corridor lacks ground floor active uses and streetscape elements; whereas the surface parking lots present opportunities for urban infill projects that would bring community-serving uses to this important Downtown corridor.

1. Existing 9th Avenue intersection at D Street. | 2. View of the 9th Street/E Street corner; the Park Strip/Delaney Park on the left. | 3. View of the green space located in front of the Anchorage Museum. | 4. View of the C Street corridor; the Social Security Administration on the right.



D Street Corridor – D Street represented the central, north/south spine for the AWP D Street District; the corridor extends south from the 5th Avenue Mall and terminates that the Park Strip/Delaney Park. Today, D Street is a two-lane roadway lined with street parking and modestly sized sidewalks. The corridor lacks trees and streetscape elements but supports some pedestrian activity. North of 7th Avenue, most of the existing buildings/structures are devoid of active shop space, window glazing, and/or active uses. South of 7th Avenue, the existing buildings are oriented to D Street, whereas, the Four Points Hotel has a side entrance/facade facing the corridor. Additionally, several surface parking lots occupy the properties along the corridor which creates voids in the urban fabric. There are opportunities for urban infill projects on undeveloped properties and streetscape enhancements to engage (and to better accommodate pedestrian activities).

E Street Corridor – Along the west side of the D Street District, E Street is a two-lane, one-way corridor that carries northbound traffic into the downtown core. Over the years, the corridor has received streetscape enhancements including decorative pavers at intersections, pedestrian bulb-outs (at corners), wide sidewalks, trees/landscaping, and some art installations. Buildings line most of the corridor, whereas, a large surface parking lot occupies the property on the south side of 8th Avenue. Just outside the D Street District, Atwood Plaza is a relatedly new public gathering space at 8th Avenue, the recently constructed Linny Pacillo public parking garage is situated on the north side of 8th Avenue, and Town Square Park is a large community gathering area just north of 6th Avenue. Furthermore, the roadway segment between 5th and 6th Avenues was enhanced into a curb less “festival street” that could be closed for community events. There is opportunity to capitalize on the other open space and public amenities along this corridor as the community aims to attract new tenants and urban infill projects to the D Street District.

1. Existing D Street corridor looking north towards 6th Avenue. | 2. View of the D Street corridor looking south. | 3. View of Town Square Park located along E Street at 6th Avenue.. | 4. view of the E Street corridor at 7th Avenue looking north; the Linny Pacillo public parking garage on the left.



ALASKA CENTER FOR THE PERFORMING ARTS

LINNY PACILLO PUBLIC PARKING GARAGE

WILLIAM A. EGAN CIVIC & CONVENTION CENTER

TOWN SQUARE PARK

J.C. PENNEY GARAGE

ATWOOD PLAZA

FORMER NORDSTROM STORE

DENA'INA CIVIC AND CONVENTION CENTER

5TH AVENUE MALL

ANCHORAGE MUSEUM

E STREET

D STREET

7TH AVENUE

6TH AVENUE

AWP Focus Area

8TH AVENUE

C STREET

9TH AVENUE

PARK STRIP/ DELANEY PARK

SOCIAL SECURITY ADMINISTRATION

JAMES M. FITZGERALD US COURTHOUSE AND FEDERAL BUILDING

Figure 2.1.1. Focus Area Context Map Source: Google Earth Pro



Section 2.2: City Plans and Zoning Designations

When conducting area-wide planning for a defined geographic area of our community, it is vital to understand the adopted long-range plans and zoning standards that affect future development, adaptive reuse projects, and land use in and around the D Street District. This information can be used to (i) carry forward adopted city-wide policies and strategic planning ideas; (ii) identify regulatory challenges and potential remedies; and (iii) ensure the resulting recommendations coincide with the Municipality's policy and regulatory framework. The following subsections identify past planning efforts, zoning regulations and transportation systems that are applicable to the AWP D Street District. This information serves as baseline data in the event the Muni chooses to make refinements to its goals, policies, and development regulations. It can also be used to guide the reuse planning for the D Street District in terms of potential infill projects, mobility enhancements, and amenities.

Anchorage 2040 Land Use Plan

The *Anchorage 2040 Land Use Plan* serves as the community's Comprehensive Plan and the primary policy document intended to guide land use, transportation, preservation, and capital investment decisions throughout the municipality. The Land Use Plan establishes population projections including projections for land use, housing, and employment aimed to effectively plan for the community's future. By 2040, Anchorage is expected to need an additional 21,000 new residential units and up to 1,370 acres for future commercial and industrial lands to meet forecasted population growth. Since urban growth is constrained by the mountains and sea, redevelopment of antiquated properties and urban infill projects on vacant or underutilized properties will be important strategies to address housing and space needs for the projected population growth.

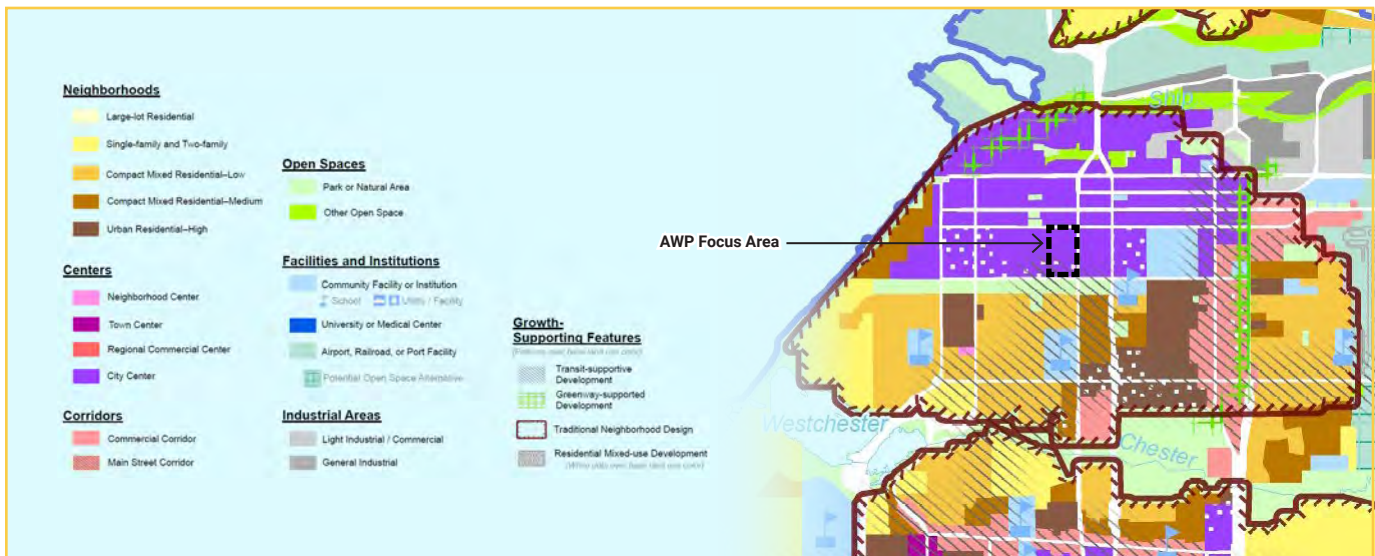


Figure 2.2.1. Anchorage 2040 Land Use Plan Map

The *Anchorage 2040 Land Use Plan Map* designates the AWP D Street District as City Center. The southernmost portion of the area identifies two overlay Growth-Supporting Features (Transit Supportive Development and Residential Mixed-use Development). The following lists the descriptions of these designations.

- **City Center:** This designation applies to Downtown and Midtown Anchorage. It provides for the highest concentration and diversity of employment, civic and cultural institutions, and regional commercial uses. Urban housing and residential mixed-use is encouraged.

The portion of this designation that is within downtown recognizes the area as the preferred location for government administration but also serves as the vibrant heart of the community supporting regional arts and cultural institutions. Within Downtown, emphasis is placed on improvements for the pedestrian environment, a connected network of sidewalks and public spaces and historic preservation and adapt reuse of iconic buildings.

- **Allowed uses:** Retail, office, hospitality and entertainment, medium to high density housing, mixed uses, and retail and service uses supportive retail and service uses

- **Target Building Intensity range:** 2 to 10 Floor Area Ratio (FAR)
- **Character:** Building heights ranging from 2 to 20 stories; pedestrian friendly streetscapes; thoughtful integration with adjoining compact-, low-, mid-, and high-density neighborhoods; and the utilization of mixed-use center.
- **Growth-Supporting Features:**
 - **Transit Supportive Development:** This feature identifies corridors where expanded public transit service will support a compact, walkable pattern of commercial, residential, and/or mixed-use development.
 - **Residential Mixed-use Development:** This growth-supporting feature promotes medium- to high-density housing opportunities combined with commercial mixed-use retail, office, lodging, other services, and coordinated public infrastructure investments to create a mixed-use neighborhood.

Our Downtown – Anchorage Downtown District Plan

In April 2022, the MOA adopted a long-range vision and implementation plan for Downtown Anchorage titled Our Downtown – Anchorage Downtown District Plan (or “OUR DOWNTOWN”). The new plan was an update of the 2007 downtown area and was developed with data-driven achievable goals, policies, and action items. The planning process included a robust community engagement component, and the resulting recommendations reflect local ideas and values. The process included strategic community partnerships within the Anchorage Economic Development Corporation (AEDC), The Anchorage Downtown Partnership, Anchorage Community Development Authority, Anchorage Chamber of Commerce, Visit Anchorage, the Anchorage Museum, and the Downtown Community Council, as these entities focus on Downtown growth and prosperity.

Downtown District Plan Goals

The OUR DOWNTOWN includes the following overarching goals for Downtown:

- **Create a Downtown for all:** Celebrate Anchorage’s diversity by offering amenities, goods, attractions, and services that appeal to persons of varying ages, backgrounds, and incomes. Downtown crowds should reflect the community.
- **Jump-start development:** Coordinate and leverage the substantial public-sector investment of major planned projects to catalyze private development in commercial and residential projects.
- **Be economically sustainable:** Attract business and civic agencies large and small to locate and stay in Downtown by promoting a favorable business environment that meets their financial requirements.
- **Provide more housing Downtown:** Make Downtown a great place to live by developing diverse housing options and residential amenities that will boost commerce, build community, and create round-the-clock vibrancy.
- **Improve connectivity:** Link amenities, housing, office space, retail, and natural resources to enhance Downtown’s sense of place and connectivity among destinations. Promote walking as an important mode of travel within Downtown. Encourage bicycling connections within Downtown and to the surrounding community. Strengthen intermodal connections, making it easier for Downtown pedestrians to use Anchorage’s air, rail, bus, and ferry terminals.
- **Activate the ground floor environment:** Ensure that the ground floors of all buildings and sidewalk treatment engage pedestrians and create an active, inviting urban experience with a comfortable, safe, and vibrant pedestrian environment year-round.
- **Provide a clear, sensible regulatory framework:** Establish codes and guidelines to ensure that new development achieves the vision for Downtown while providing clarity and flexibility for the development community.

Plan Strategies

The OUR DOWNTOWN defines a set of Plan Strategies aimed to detail specific actions and priorities that will support downtown revitalization and area vitality. The strategies were reimagined from the previous downtown plan to reflect community aspirations and integrate recommendations from various technical reports. The strategies are:

- **Focus the Effort:** Start with the Revitalization Map, supported by the Land Use Plan Map, land use goals, and recommendations.
- **Build Great Housing:** Urban design, proposed code updates, a Utility Coordination Process, and a Parking Coordination Process are provided in the Plan to support new housing and commercial in Downtown.
- **Get Important Input from Women in the Community:** Quality of Life recommendations include wayfinding, interpretive projects, marketing, branding, safety and security.
- **Lead by Example:** Create a Return on Invest Model. Encourage Public-Private Partnerships, support tax incentives.

- **Make Connections to Surrounding Neighborhoods:** Manage streets for optimal safety while providing connections for pedestrians and bicyclists.
- **Make Downtown Safer:** Support ADP’s Clean, Safe, Vital Program, PM&E’s lighting upgrade projects and, snow management; implement Anchor Home the community- wide homeless plan.

Revitalization Map

As a major component of the OUR DOWNTOWN, the Revitalization designates Opportunity Sites, Cultural Districts and Focused Developments all aimed to guide the community’s planning efforts. The following area most relevant to the D Street District.

Anchorage Museum District – The OUR DOWNTOWN also recommends the community create and grow a series of Cultural Districts in Downtown Anchorage using the recommendations for Focused Development Areas outlined in the Anchorage 2040 Land Use Plan. The Cultural Districts are designated enclaves in Downtown that are envisioned to thrive with a distinctive mix of land

uses and urban design elements. The Anchorage Museum District is designated just outside the AWP D Street District to the east (including the area encompassing A to C Streets and 5th to 7th Avenues).

Opportunity Sites – The OUR DOWNTOWN’s Revitalization Map designates three opportunity sites within the AWP D Street District that should be targeted/prioritized for near-term redevelopment. This includes Site #10: J.C. Penney Garage, Site #11: Nordstrom site, and Site #18: Block 102 – 9th Avenue and D Street. The AWP process should explore redevelopment options for these properties to help carry forward the planning recommendations. Notably, the Downtown District Plan includes some conceptual rendering for potential urban infill projects on Site #18 – there is opportunity to recognize these past site planning activities and integrate the ideas into the AWP.

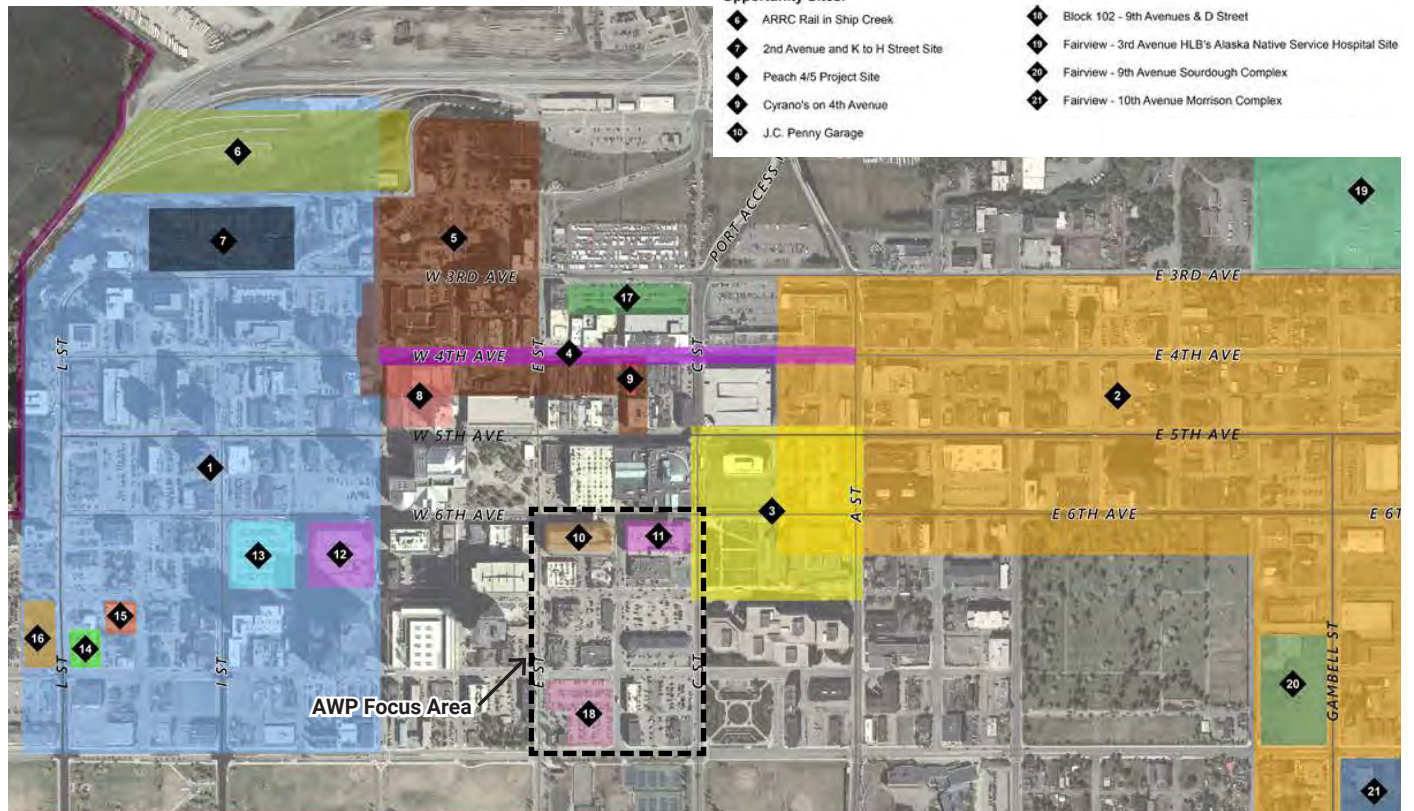


Figure 2.2.2. Downtown District Plan – Revitalization Map

Source: Anchorage Downtown District Plan (DDP)

Land Use Map

Pursuant to the OUR DOWNTOWN, the AWP D Street District spans two Downtown Districts; the “Downtown Core” district covers the areas north of 8th Avenue, and the “Park Strip North” district covers the blocks to the south. The following summarizes the Downtown District Plan’s descriptions for each district:

- **Downtown Core:** The Downtown Core is considered the most active and intense part of the city center and a high priority area for high-density mixed-use development, active sidewalks with pedestrian amenities, great access to store fronts, accessible parking, and the center of outdoor events using flagship open spaces and buildings. The Downtown Core is expected to have the greatest development intensity and tallest building heights, creating a concentration of office, civic, government, cultural, entertainment, housing, and retail uses. The Downtown Core may retain historic buildings of different era and architecture. The district recommends the following:
 - Conform to Merrill Field flight path limits.
 - Ground floor retail, housing, civic or government, cultural and entertainment, office, open space, and hotels or other visitor services. The tallest buildings in Downtown may be expected in the Core.
 - High concentrations of employment with densities reaching 50 or more employees per acre.
 - Building massing and stepping guided by Title 21, Chapter 11: Downtown.
 - Highly active streetscape with pedestrian amenities, ground floor uses oriented to the sidewalk, front building entry and street frontages guided by Title 21, Chapter 11: Downtown including design guidelines to enhance the experience for pedestrian-oriented streets.
 - Certain proposed uses, intensities, and building heights will build to AMC Title 23 Development Code requirements for seismic ground failure zones #4 and #5. Heights will vary by use, site, and methods of construction within the seismic zones.
 - Traffic speed limit: 20 mph.
- **Park Strip North:** The Park Strip North subdistrict is a prime opportunity for developing a mixed-use district comprised primarily of medium density housing. This area is an opportunity to substantially increase the number of people living downtown to activate the urban center and provide more customers for retail and commercial activity. The Delaney Park Strip provides active or passive recreation and creates a buffer between the Downtown Core and the neighborhoods to the south. These districts recommend:
 - Increased density and building height closer to the Downtown core.
 - Housing and neighborhood serving ground floor retail at key corners and intersections.
 - Building height guided by Title 21, Chapter 11.
 - Highly active streetscape with pedestrian amenities, ground floor uses oriented to the sidewalk, front building entry and street frontages guided by Title 21, Chapter 11.
 - Individual entrances may be raised above grade for privacy or screened with landscaping or stoop design.
 - AMC Title 23 Development Code guides development in seismic ground failure zones #4 and #5.

Merrill Field Height Restrictions

Building heights are guided by the Merrill Field Departure and Approach Zone; See Figure 2.2.4 for the Merrill Field Height Restrictions. These height limitations will affect development potential and conceptual planning in the D Street District. The following lists the associated height restrictions by street in the AWP D Street District:

- **Blocks Between C to D Streets:** 330-ft to 350-ft based on location
- **Blocks Between D to E Streets:** 350-ft to 360-ft based on location

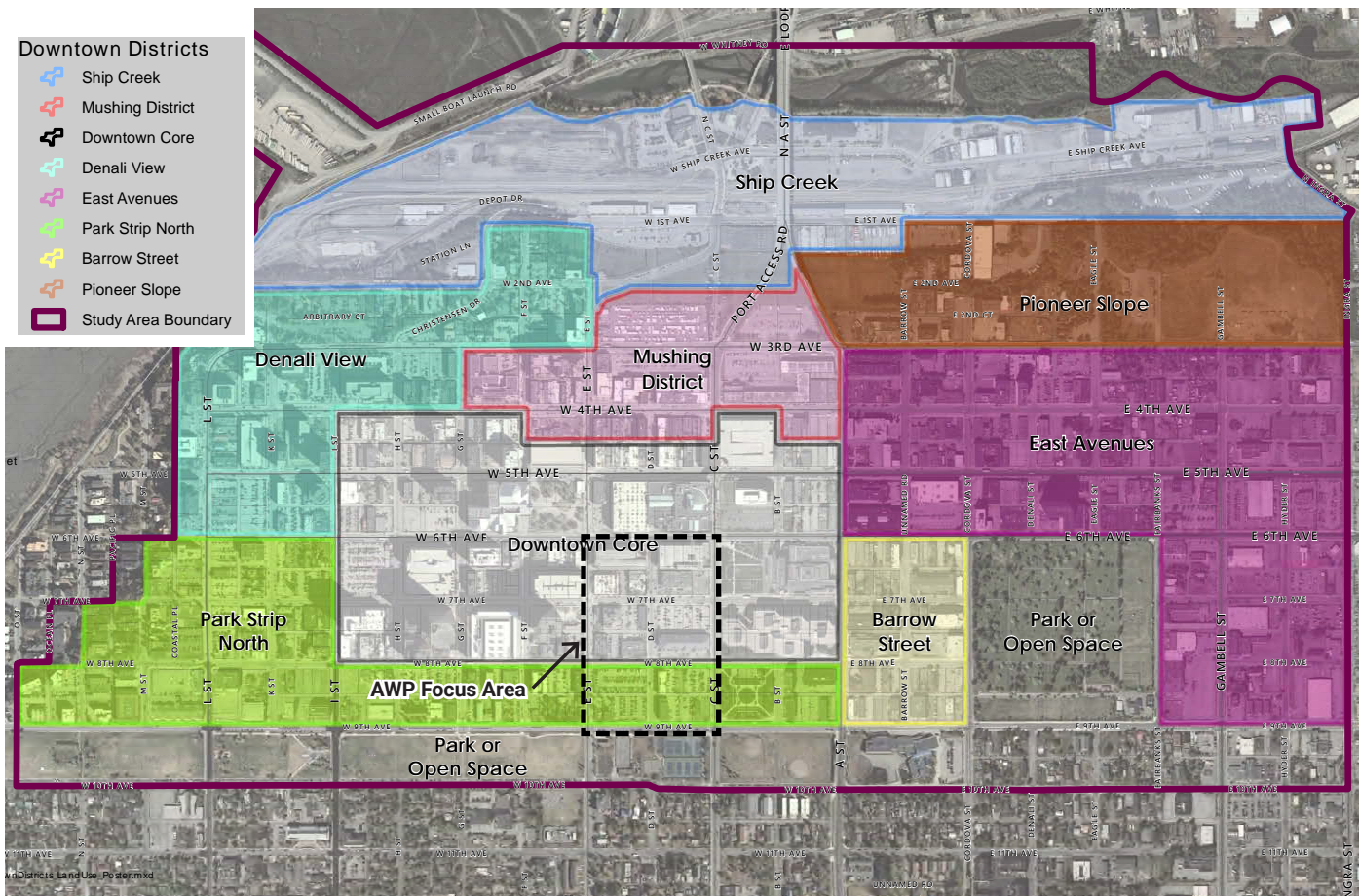


Figure 2.2.3. Downtown District Plan – Land Use Map

Source: Anchorage Downtown District Plan (DDP)

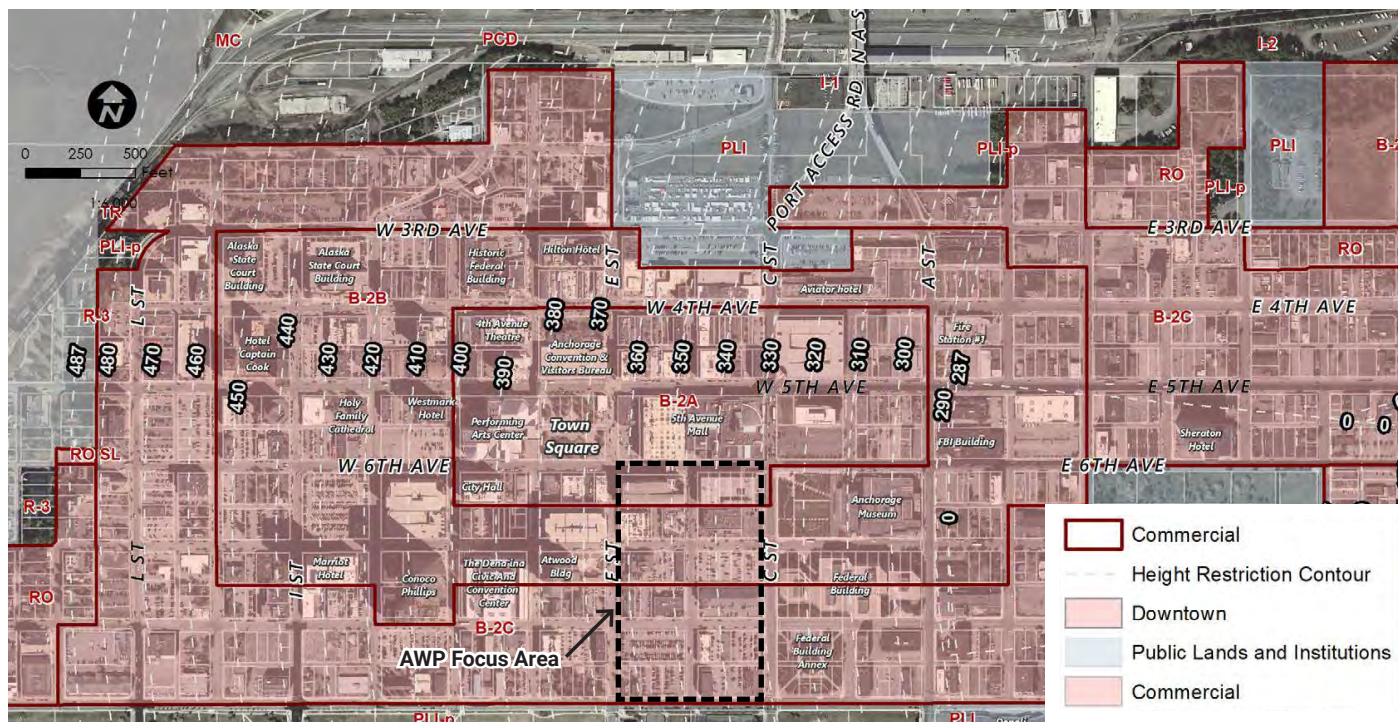


Figure 2.2.4. Downtown District Plan – Merrill Field Height Restrictions Source: Anchorage Downtown District Plan (DDP)

Street Typologies

The OUR DOWNTOWN establishes various Street Typologies that identify and classify different roadway corridors based on how they are meant to be used in respect to their setting. The OUR DOWNTOWN notes that each typology outlines a street design that (i) is context-sensitive and in harmony with the surrounding land uses; (ii) respects community character; (iii) preserves environmental, scenic, aesthetic, and historic resources; and (iv) strikes a balance between safety and mobility by providing the appropriate transportation modal facilities along with supporting elements were warranted. Within the AWP D Street District, the following street typologies are identified in the OUR DOWNTOWN (including their descriptions):

- **Mixed-Use Street (Orange):** This street type is designated for areas that possess a mix of commercial, retail, and residential development with substantial pedestrian activity. *Applicable AWP streets:* C Street, 6th Avenue (east of D Street), and 8th Avenue
- **Pedestrian Oriented Street (Purple):** These streets feature the widest sidewalks, with an unobstructed clear width of at least 8-12 feet where possible. Curb-bulb-outs, raised intersections, and other pedestrian amenities, where warranted by adjacent activities, and where right-of-way and resources allow. *Applicable AWP streets:* D and E Streets (north of 8th Avenue), 6th Avenue (west of D Street), and 7th Avenue
- **Residential Oriented Street (Gold):** These streets may feature on-street parking and tree lawns between the sidewalk and street curb. Landscaping and front porches between residential buildings and the street would be encouraged. *Applicable AWP streets:* D and E Streets (south of 8th Avenue), and 9th Avenue
- **Signature Streets:** These streets include 4th Avenue, E Street, and F Street between 7th Avenue and the Performing Arts Center. 3rd Avenue between D and Christensen Street, 5th and 6th Avenues between A and L Streets should also be added to the Signature Streets designation in support of the “Few Good Blocks Focused Development Area”. *Applicable AWP streets:* 6th Avenue corridor segments in AWP
- **Alleys:** Downtown’s alleys are probably an underutilized asset that could be promoted and used for a variety of events including art walks, pop-ups, food trucks, etc. To facilitate a transition to more community events, attractions, and creative placemaking, the OUR DOWNTOWN plan recommends new lighting and maintenance of alleys towards these ends.

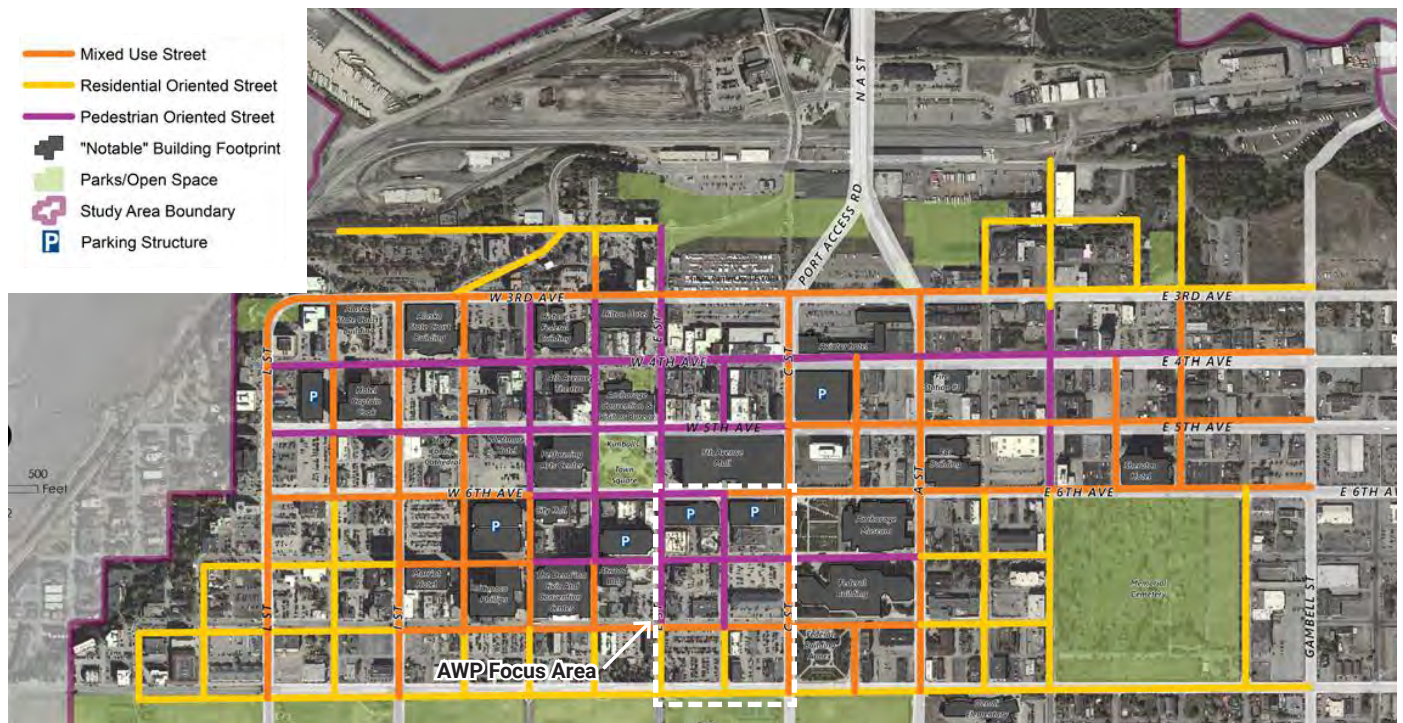


Figure 2.2.5. Downtown District Plan – Street Typologies Map Source: Anchorage Downtown District Plan (DDP)

Zoning and Development Standards

Properties within the municipal limits are subject to the requirements and standards outlined in Title 21 – Planning and Zoning of the Anchorage Municipal Code (the “Code”). The Code lists the land use allowances (whether permitted, permitted with limitations, allowed as a conditional use, or prohibited), and the associated development standards. The Muni’s current zoning allows for a broad range of land uses within the AWP D Street District and is supportive of urban-scaled mixed-use projects which are normally associated with successful downtown areas. Notably, MOA initiated a series of minor code updates to align the Code with the planning ideas from the Downtown District Plan/OUR DOWNTOWN (this was done separately yet parallel to the AWP process) – those zoning refinements were provided to the Project Consultant (Stantec) to use in this analysis. These standards were used to guide the conceptual reuse planning for the D Street District, and/or to allow the MOA to assess whether additional regulatory changes are needed to better accommodate infill development at urban intensities.

Zoning Districts

Three Central Business District Core zoning districts comprise the AWP D Street Districts (B-2A, B-2B and B-2C). Figure 2.2.6 depicts the Muni’s zoning map. The following lists the Code’s purpose/intent statement which provides a description of these districts:

- **B-2A - Central Business District Core:** The B-2A district is intended to create a concentrated area of retail, financial and public institutional facilities in order to encourage the development of interrelated uses and functions, reduce pedestrian walking distance between activities, and ensure the development of compatible pedestrian-oriented uses on the ground floor level throughout the district.
- **B-2B - Central Business District, Intermediate:** The B-2B district is intended to create financial, office and hotel areas surrounding the predominately retail and public institutional core of the central business district. The district also permits secondary retail and residential uses. The residential uses are intended to support other downtown activities.
- **B-2C - Central Business District, Periphery:** The B-2C district is intended to create financial, office, residential and hotel areas at the periphery of the central business district. The district also permits secondary retail uses. The height limitations in this district are intended to help preserve views and to conform structures to the geologic characteristics of the western and northern boundaries of the district.

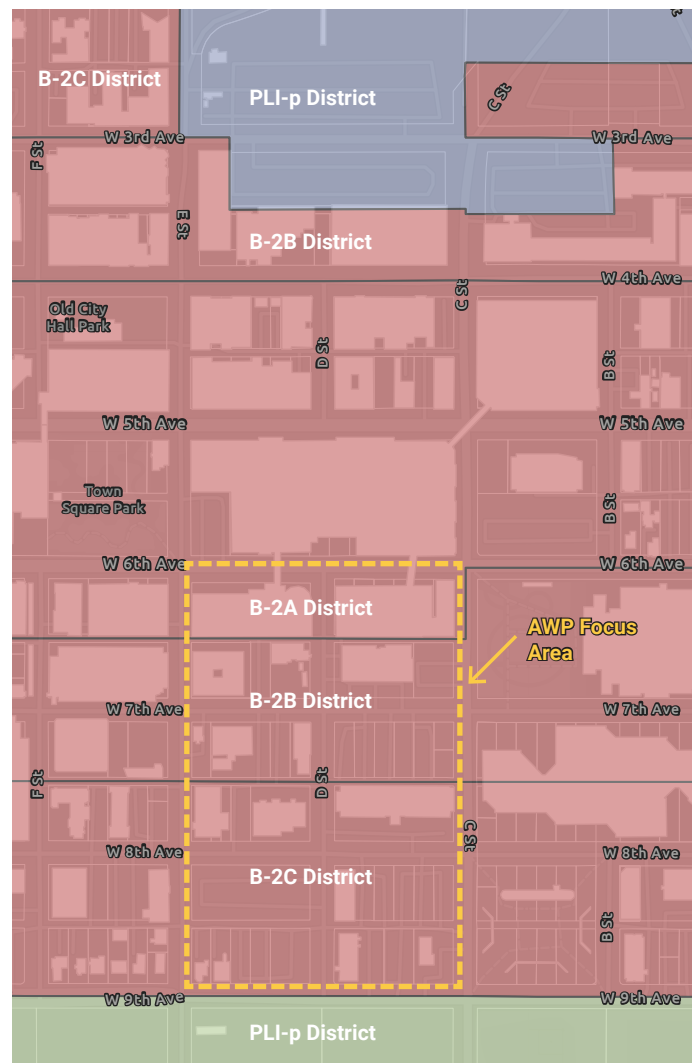


Figure 2.2.6. Zoning Map

Source: MOA MapIt! on-line GIS application

Development and Land Use Standards

Development Standards by Zone - Table 2.2.a. lists the zoning districts and their associated development standards in terms of lot dimensions, density, setbacks, and building height. In general, all zones allow for urban-scaled development projects.

Standards	B-2A	B-2B	B-2C
Lot Area (min) ^{1 2}	Unrestricted	Unrestricted	Unrestricted
Lot Width (min) ¹	Unrestricted	Unrestricted	Unrestricted
Lot Coverage (max.) ³	Unrestricted	Unrestricted	Unrestricted
Building Height (max.) ³	Unrestricted	Unrestricted	76-feet
Setbacks (min.)			
Front / Rear	N/A	N/A	N/A
Side	0 or at least 5 feet	0 or at least 5 feet	0 or at least 5 feet
Notes:			
1 For other lot dimensional standards, see subsection 21.08.030K.			
2 If more than one building lot see subsection 21.11.060C. for explanation of maximum number of buildings, floor dimension and diagonal plan dimensions limitations.			
3 If exception allowed see greater see subsection 21.11.060D. for explanation of limitations.			

Land Use Allowances – Each zone within the AWP is supportive of the typical land uses found in successful downtown environments. A complete list of allowed uses, definitions and the applicable permitting requirements are outlined in 21.11.050 (Use Regulations) in the Code, whereas following table broadly compares allowable uses within each AWP zoning district.

Parking Standards - The code does not require any parking for development projects in the Downtown Core zoning districts. If property owners choose to provide off-street parking areas, landscape screening requirements that shield views of the parking areas from views of the public right-of-way are applicable.

Land Use Activity	B-2A	B-2B	B-2C
Dwellings, mixed use	P	P	P
Dwellings, multifamily	P	P	P
Dwellings, single family attached			P
Dwellings, single family detached			
Group / Assisted Living Facilities	P	P	P
Community Center	P	P	P
Government Administrative	P	P	P
Cultural and Educational Facilities (museum, library, aquarium, botanical gardens)	P or P/M	P or P/M	P or P/M
Health care services (excluding hospital facilities)	P	P	P
Parks and Open Spaces	P	P	P
Fire/Police/Public Safety	P	P	P
Assembly Uses (public/private)	P	C / P	C / P
Entertainment and Recreation (minor / major)	P / C	P / C	P / C
Food and Beverage Service	P	P	P
Office	P	P	P
Personal and Business Services (see Code for a more complete list of subcategories as certain uses may be further restricted – e.g., funeral/mortuary services)	P	P	P
Retails Sales	P	P	P
Retail Fueling Stations		C	C
Lodging (hotel, motel, extended stay, hostel, inns)	P	P	P
Cottage Crafts (a type of industrial use)	P	P	P
Manufacturing, Light	S/C	S/C	S/C
P = Permitted / L = Permitted with Limitations / C = may be allowed pursuant to conditional use review / M = Major Site Plan Review. / Blank cells indicate the use is not allowed in the zone.			



Section 2.3: Transportation Systems

Quality streets and multimodal access are important elements to support revitalization and property redevelopment in downtown districts. The AWP D Street District benefits from an established urban street grid that is built to a pedestrian scale – although some corridors have more streetscape elements than others (e.g., decorative lighting, street trees, and wayfinding features). Currently, there is not a unifying streetscape for the AWP D Street District. Traveling one block in any direction, individuals are likely to experience a different design application to streetscape elements and intersection treatment. Through the AWP process, there may be opportunities to identify streetscape enhancements to key corridors to enhance aesthetics, functionality, safety, and district theming.

Primary Streets and Roadways in the Focus Area

The AWP D Street District benefits from a variety of street typologies, designs, and intersections – the primary streets are generally urban in character with curbs, sidewalks, and in many cases, street parking. Table 2.3.a. lists the existing street conditions for the primary corridors in the D Street District; table 2.3.b. lists existing intersections conditions (for pedestrian access/circulation). This information can help guide potential public improvement recommendations; this study did not include a traffic analysis or explore levels of service standards.



1. View of the 9th Avenue and C Street intersection looking northwest into the Focus Area. | 2. View of the D Street and 7th Avenue corridors.

Table 2.3.a. Existing Street Conditions (AWP D Street District)

Street Name	Downtown District Plan Typology Designation	Existing Conditions (Y = Full Coverage, N = No Coverage, I = Intermittent Coverage)				
		Lanes	Sidewalks	Parking	Bike Lanes	Trees
6th Avenue	Mixed Use Oriented Street	3	Y	I	N	I
7th Avenue	Pedestrian Oriented Street	2	Y	Y	N	N
8th Avenue	Mixed Use Oriented Street	2	Y	Y	N	N
9th Avenue	Residential Oriented Street	4	Y	N	N	N
C Street	Mixed Use Oriented Street	3	Y	N	N	N
D Street	Mixed Use Oriented Street	2	Y	Y	N	N
E Street	Mixed Use Oriented Street	2	Y	Y	N	I

Table 2.3.b. Existing Street Intersection Conditions (AWP D Street District)

Street Name and Intersection Location	Existing Conditions (Y = Full Coverage, N = No Coverage, P = Partially Present)				
	Signalized	Crosswalks	Curb Ext.	ADA Ramps*	Contrasting Surface Material
West 6th Avenue & C Street	Y	Y	P	Y	N
West 6th Avenue & D Street	Y	Y	P	Y	N
West 6th Avenue & E Street	P	Y	Y	Y	Y
West 7th Avenue & C Street	Y	Y	Y	Y	N
West 7th Avenue & D Street	N	Y	N	Y	N
West 7th Avenue & E Street	Y	Y	Y	Y	Y
West 8th Avenue & C Street	N	P	N	Y	N
West 8th Avenue & D Street	N	N	Y	Y	N
West 8th Avenue & E Street	N	Y	Y	Y	N
West 9th Avenue & C Street	Y	Y	N	Y	N
West 9th Avenue & D Street	N	N	N	Y	N
West 9th Avenue & E Street	Y	Y	P	Y	N

* The conducted review only examined each intersection for the presence of curb ramps. The presence of ramps in this table does not include an assessment or determination of compliance with current ADA requirements.



Figure 2.3.1 Street Map Source: Google Earth Pro

Transit

Downtown and the AWP D Street District benefit from a variety of bus service lines and transit connections. The Downtown Transit Center, located at 700 West 6th Avenue serves as the hub connection for most service lines with connections to the outlying areas of the region. Notably, Route 40 provides a direct service route connection from Downtown to the Ted Stevens International Airport. Table 2.3.c. lists the existing transit lines that pass through the AWP D Street District – listed by lines, operating streets and stops and major destinations served.



Above: Streetview of the People Mover bus service in Downtown.

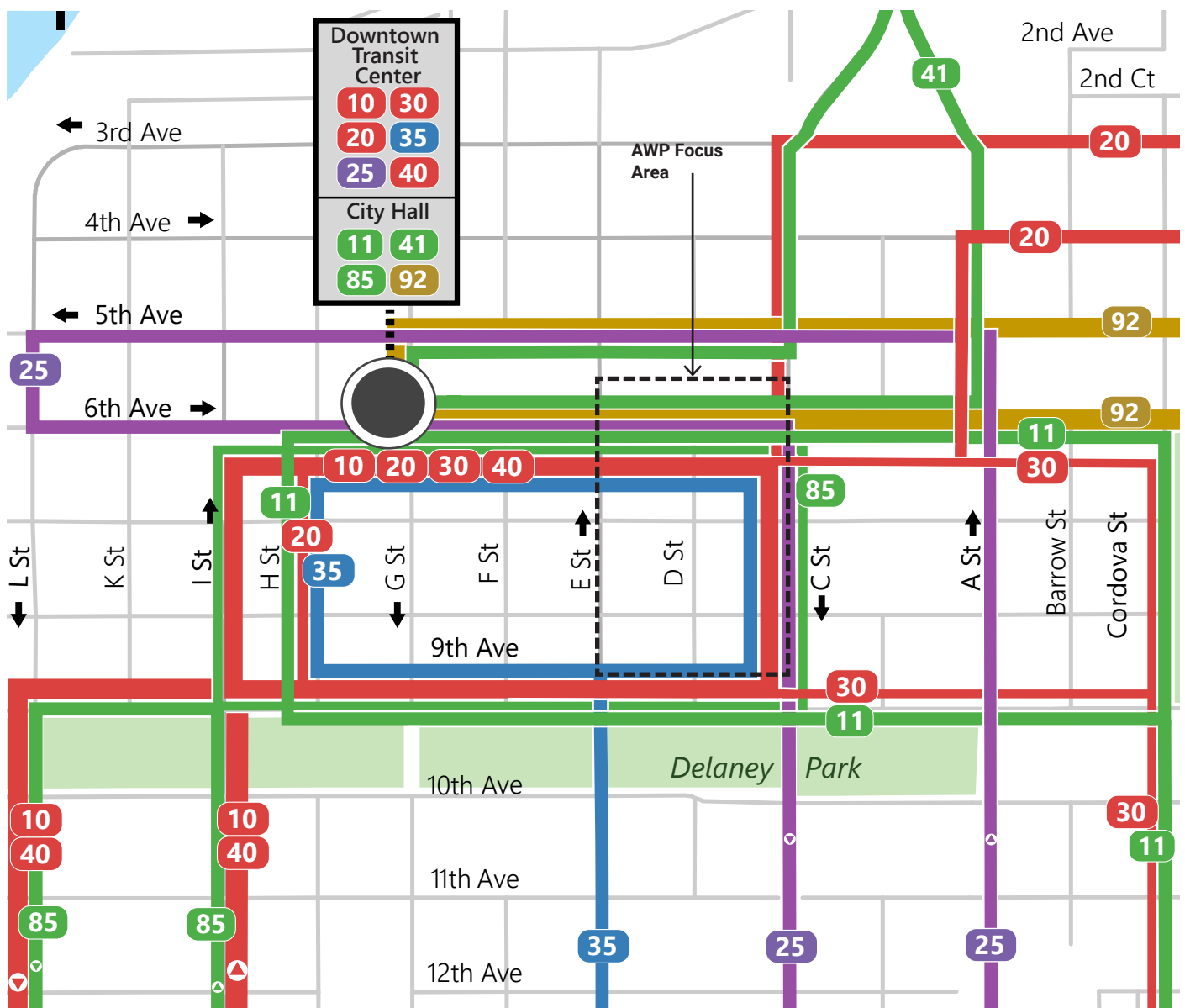


Figure 2.3.2 Anchorage Municipal Transit Map (Downtown Inset)

Source: Municipality of Anchorage - peoplemover.org

Table 2.3.c. Transit Service (D Street District)

Transit Route	Operating Streets (primary) *	AWP Bus Stops/Shelter(s)	Destination(s)
Route 10 Northern Lights	C Street (OB) West 9th Avenue (OB)	C St. & 7th Ave SSW 9th Ave & C St. WNW	Downtown Transit Center - Muldoon Transit Hub Downtown; Midtown; University of Alaska Anchorage; U-Med District; Alaska Pacific University; Northeast Anchorage
Route 11 Senior Center	West 9th Avenue (IB) West 6th Avenue (OB)	9th Ave & C St. WNW 6th Avenue & C Street ESE (Near AWP)	City Hall - Anchorage Senior Activity Center Downtown; Anchorage Museum; Delaney Park
Route 20 Mountain View UMEd	C Street (IB) West 9th Avenue (IB) West 6th Avenue (OB)	C St. & 7th Ave SSW 9th Ave & C St. WNW 6th Avenue & C Street ESE (Near AWP)	Downtown Transit Center - Alaska Native Medical Center Downtown; City Hall; Anchorage Museum; Mountain View Public Library; Providence Hospital
Route 25 Tudor	West 6th Avenue (OB) C Street (OB)	9th Ave & C St. WNW C St. & 7th Ave SSW	Downtown Transit Center – VA Clinic Downtown; Midtown; Z. J. Loussac Public Library; Alaska Career College; Alaska Medical Center; Northeast Anchorage
Route 30 Debarr	West 9th Avenue (IB) West 6th Avenue (OB)	9th Ave & C St. WNW 6th Avenue & C Street ESE (Near AWP) C St. & 7th Ave SSW	Downtown Transit Center – Debarr & Muldoon Downtown; City Hall; Museum, Merrill Field Alaska Regional Hospitals; Russian Jack Park
Route 35	West 6th Avenue (OB) C Street (OB) West 9th Avenue (OB)	C St. & 7th Ave SSW 9th Ave & C St. WNW	Downtown Transit Center – Dimond Transit C Downtown; City Hall; Valley of the Moon Dog Park; Midtown; Dimond Center
Route 40 Spennard • Airport	West 6th Avenue (OB) C Street (OB) West 9th Avenue (OB)	C St. & 7th Ave SSW 9th Ave & C St. WNW	Downtown Transit Center – Airport Downtown; City Hall; South Addition; Ted Stevens Anchorage International Airport
Route 41 Government Hill	West 6th Avenue (OB)	6th Avenue & C Street ESE (Near AWP)	Downtown Transit Center – Government Hill Downtown; City Hall; Museum, Sunset Park
Route 85 Old Seward • West Anchorage	C Street (OB) West 9th Avenue (OB)	C St. & 7th Ave SSW 9th Ave & C St. WNW	Downtown Transit Center – Dimond Transit Center Downtown; City Hall; Museum; Delaney Park; Spennard; Midtown; Diamond Center
Route 92 (Commuter) Eagle River	West 6th Avenue (OB)	6th Avenue & C Street ESE (Near AWP)	Downtown Transit Center – Eagle River Transit Center

* IB: Inbound Route | OB: Outbound Route

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Section 2.4: Utilities

In planning for urban revitalization, it is important to identify the existing water, sanitary sewer, and drainage utility service in and around the D Street District so that the MOA can effectively plan to serve new, urban-scaled redevelopment projects. Through the AWP process, the Project Team identified the current utility lines; this did not include a detailed analysis to assess system capacity and the conditions of each service line, whereas this will serve as baseline data for future study.

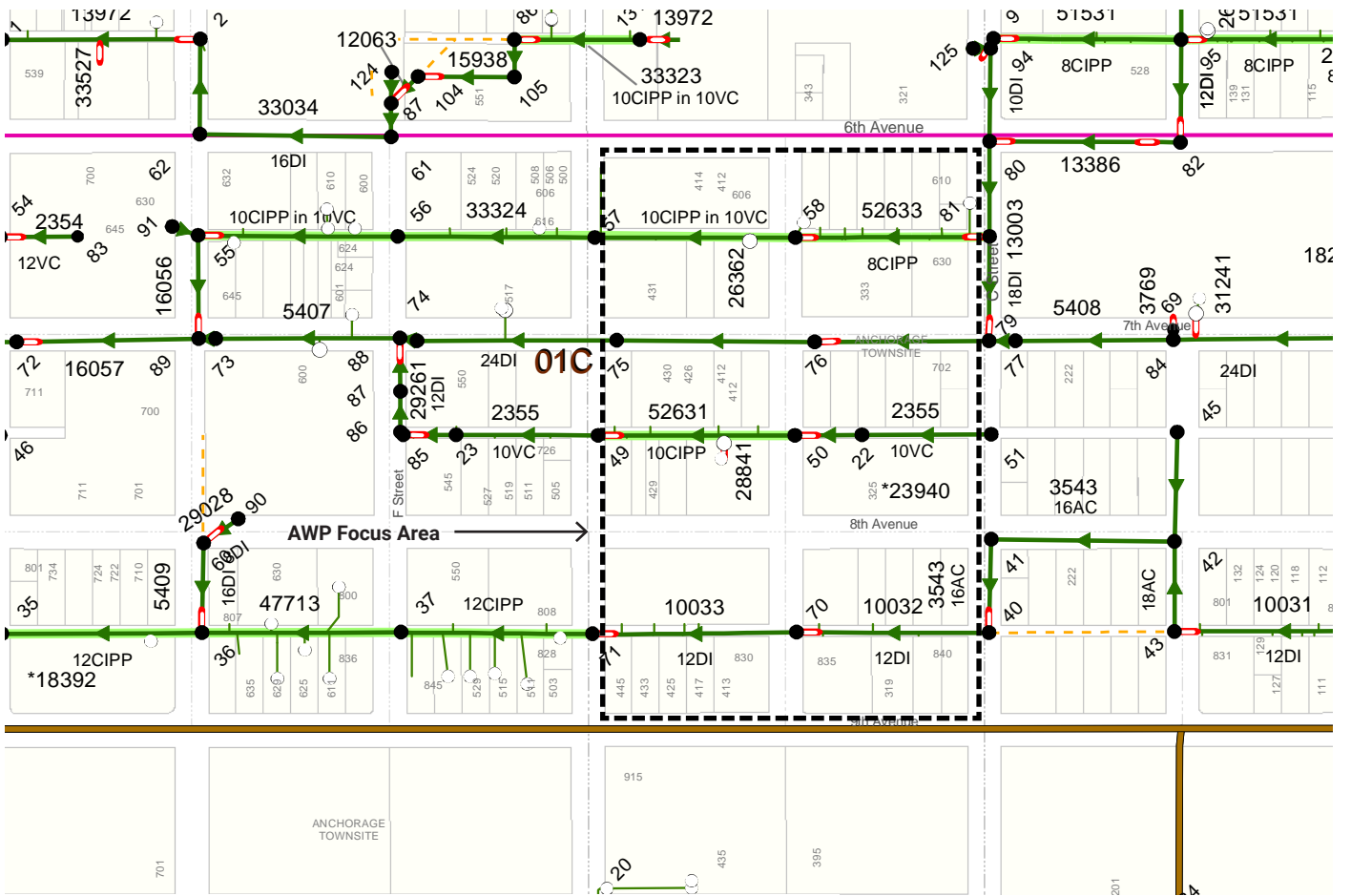
Wastewater/Sanitary Sewer Service

Fortunately, all the parcels in the D Street District are also served with sanitary sewer lines. Figure 2.4.2. depicts the current wastewater/sanitary sewer lines in and around the D Street District. Most of the lines flow by gravity to the West. A large sewer basin is present to the south, in and around the Park Strip/Delaney Park. A sanitary sewer line is in the 7th Avenue right-of-way, whereas others are with the alleyway corridors that run through each city block. A small sanitary sewer segment is present in C Street which connects into the line in 7th Avenue. Based on this planning-level assessment, the properties within the AWP D Street District can be served with sanitary sewer service. Any new building/infill project that spans alleyways may be required to relocate sanitary sewer lines (to allow for maintenance and accessibility).

Public Water Service

All the parcels in the D Street District are served with public water lines. Figure 2.4.1. depicts the current water service lines in and around the D Street District. In general, water lines are located within the C Street, D Street, E Street, and 7th Avenue rights-of-way (though lines are not present in small segments). Other water lines are located in the alleyways that pass through individual blocks. Based on this planning-level assessment, the D Street District appears to be adequately served with public water utilities. However, any planned buildings/infill projects that span alleyways may be required to relocate water lines.

Above: View of the west end of the Focus Area along 7th Avenue at E Street.



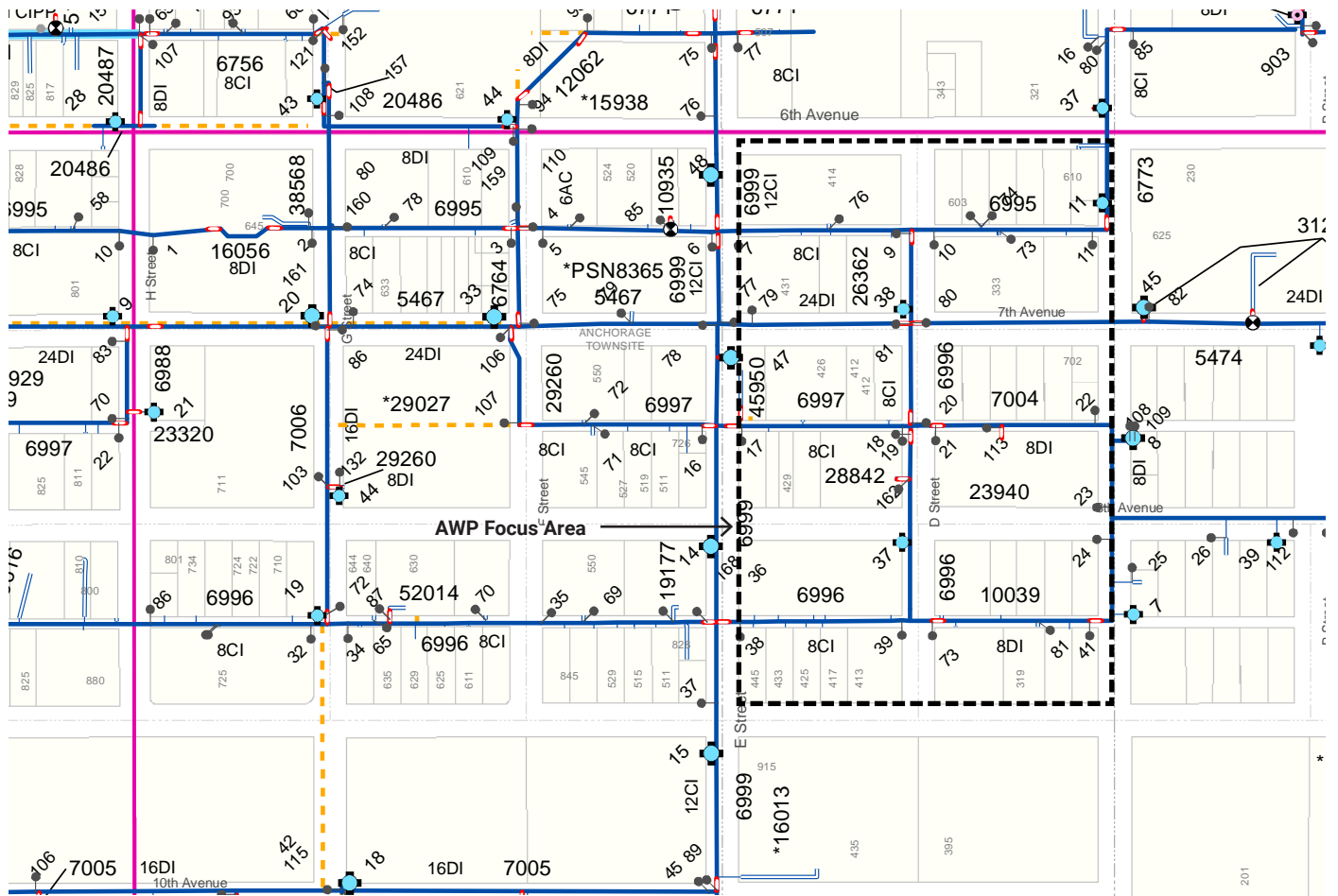
Legend

- | | |
|--|---|
| <p>Constructed and Design</p> <ul style="list-style-type: none"> ● Cleanout, AWWU ○ Cleanout, Private ■ Cleanout/Manhole, AWWU ★ Dangerous Manhole ⊕ Access Tee, AWWU ● Manhole, AWWU ○ Manhole, Private ⊙ Discharge Point, AWWU ⊞ Air Relief, AWWU ⊞ Air Vacuum, AWWU <p>Constructed Pipe</p> <ul style="list-style-type: none"> ➔ Gravity Main, All Owners — Service Line, All Owners ▬ Casing and Outer Pipe, All Owners ➔ Force Main, AWWU ➔ Force Main, nonAWWU ○ Record Drawing Limit ▭ Sewer Basin | <ul style="list-style-type: none"> ■ Administration Facility L Lift/Pump Station M Metering Station R Septage Receiving Station WWTP Treatment Facility <p>Design Pipe</p> <ul style="list-style-type: none"> ○➔ Gravity Main, AWWU ○➔ Gravity Main, Private ➔ Force Main, AWWU ➔ Force Main, Private <p>Retired Pipe</p> <ul style="list-style-type: none"> - - - Abandoned in Place, All Owners <p>▭ MOA Grid</p> |
|--|---|

Pipe Types

- ABS Acrylonitrile-Butadiene-Styrene
- AC Asbestos Concrete
- CC Concrete Cylinder
- CI Cast Iron
- CIPP Cured In Place Pipe
- CMP Corrugated Metal
- CN Concrete
- CU Copper
- DI Ductile Iron
- FC Formed Concrete
- GI Galvanized Iron
- HDPE High Density Polyethylene
- MLC Mortar Lined Concrete
- PE Polyethylene
- PVC Polyvinylchloride
- RC Reinforced Concrete
- ST Steel
- TC Techite
- UNK Unknown
- VC Vitrified Clay
- WS Wood Stave
- WST Welded Steel
- NP No Print
- * Private System

Figure 2.4.1. Sanitary Sewer Lines Map Source: Municipality of Anchorage



Legend

All Status (Constructed, Design, Standby)

- Gate or Butterfly, AWWU
- Gate or Butterfly, nonAWWU
- All Valve Types, All Owners, Closed
- Single, AWWU
- Single, Private
- Single, Unknown Owner
- Double, AWWU
- Double, Private
- Flushing, AWWU
- All Hydrant, Other Utility
- Well, AWWU
- Well, Private

Constructed Pipe

- Main, AWWU
- Service Line, Private
- Main, Other Utility
- Casing and Outer Pipe, All Owners

- Administration Facility
- AV Air Vacuum Facility
- B Booster Station Facility
- PV Pressure Reducing Facility
- R Reservoir Facility
- V Valve Facility
- W Well Facility
- WTF Water Treatment Facility

Design Pipe

- Main, AWWU
- Service Line, Private

Retired Pipe

- Abandoned in Place, All Owners

- Record Drawing Limit
- Other Regulated Utility

- Pressure Zone
- MOA Grid

Pipe Types

- ABS Acrylonitrile-Butadiene-Styrene
- AC Asbestos Concrete
- CC Concrete Cylinder
- CI Cast Iron
- CIPP Cured In Place Pipe
- CMP Corrugated Metal
- CN Concrete
- CU Copper
- DI Ductile Iron
- FC Formed Concrete
- GI Galvanized Iron
- HDPE High Density Polyethylene
- MLC Mortar Lined Concrete
- PE Polyethylene
- PVC Polyvinylchloride
- RC Reinforced Concrete
- ST Steel
- TC Techite
- UNK Unknown
- VC Vitrified Clay
- WS Wood Stave
- WST Welded Steel
- NP No Print
- * Private System

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Figure 2.4.2. Water Lines Map Source: Municipality of Anchorage



Section 2.5: Demographics Summary

When planning for the D Street District in Downtown Anchorage and its future land use opportunities, it is important to examine and understand the local population trends and estimate future service and housing needs as the resulting uses can directly benefit redevelopment goals in the D Street District. The land use and revitalization recommendations should respond to the needs and aspirations of current populations while created opportunities to entice new populations to reside in the D Street District. As the region grows, there is opportunity for the D Street District to absorb a portion of the 1400 new housing units proposed for the next 5-8 years in Our Downtown, employment, and commercial services that are expected to occur as part of natural population growth. Many of these resulting projects could involve the redevelopment of key brownfield sites.

Data Sources - As part of this planning process, the Project Team reviewed readily available demographics data so that the resulting revitalization strategies respond to both current and projected population trends, current housing supply, household characteristics, and income. The demographics and housing conditions analysis includes information from the United States Census Data and Population Projections from the Alaska Department of Labor and Workforce Development (2021-2050). This information focused on population trends, race/ethnicity, household characteristics, income, educational attainment, and housing. The D Street District covers the southern portions of Census Tract 11.

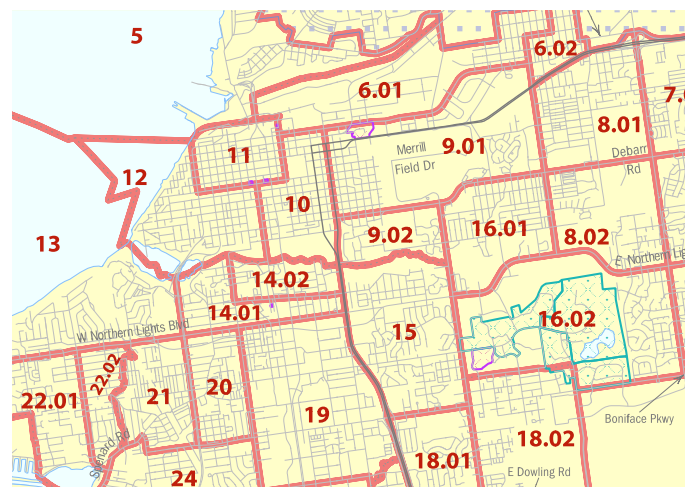


Figure 2.5.1 Census Tract Map (Downtown Vicinity)

Source: US Census

Key Findings and Considerations

Pursuant to the demographic analysis, the Project Team identified the following key findings and considerations. These were considered while developing revitalization strategies for Downtown (See Chapter 6) as the area has capacity to address the community's needs while aligning with its demographic characteristics. The following summarizes these findings, whereas the subsequent sections provide more detail and analysis.

- **Regional Population Forecast** – Pursuant to Alaska State population forecasting, both the State and the Municipality of Anchorage could experience substantial population loss by 2050. At the same time, nearby Matanuska-Susitna Borough is expected to grow by over 35%. There is opportunity to provide housing and commercial services in Downtown Anchorage to absorb some of the growth in the adjacent borough and potentially improve quality of life in Anchorage to reverse the projected population decline (as people may be attracted to stay or locate to a distinctive and thriving urban center).
- **Age Groups** – Based on US Census and tract information (CT 11), the median age is 38.7 years for those living in the D Street District. The median age is older when compared to State and Anchorage averages. Additionally, the D Street District has substantially less children (4.7%) when compared to the Anchorage as a whole and the State. Finally, seniors comprise 16.7% of the D Street District population which is higher than the Muni and the State. There are opportunities to provide housing and commercial services for those living in the D Street District (to address potential displacement) and to provide more diverse housing options to attract younger individuals and households with children.
- **Household and Family Sizes** – Pursuant to US Census data, the D Street District has much smaller household and family sizes when compared to the larger municipality and Alaska State averages. The average household size is 1.29 individuals, and the family size is 1.85. There is opportunity to plan for bigger housing units with the objectives to attract and accommodate larger households/families to locate in the D Street District and to achieve more diversity.
- **Constrained Household Income** – Based on US Census data, the median household income is \$63,917 in the D Street District which is substantial less than the Muni (\$88,871) and the State (\$80,287). Furthermore, the poverty rate in the D Street District hovers around 29% which is almost three times than the rates in Anchorage as a whole and the State of Alaska. For those that rent their residence, 57.7% of said households are cost burdened (meaning those individuals pay 30% or more of their income on rent). There is a need to improve economic opportunities and provide for quality, attainable housing for those living in the D Street District to address financial hardship.
- **Housing Tenure and Supply** – Over 69% of households living in the D Street District rent their residence (which is over twice the rates found in the Muni and the State). All of the units in the D Street District come in the form of apartments (or within mixed-use buildings). Most of the housing in the D Street District are studio units (36.6%), one-bedroom units (22.8%), and two-bedroom units (31.5%); whereas three-bedroom units are more prevalent in the larger municipality and the State of Alaska. There is opportunity to add housing within the D Street District that includes 3+bedrooms to attract/accommodate larger households/families.
- **Future Service Demand Assumptions** – Based on Census and State of Alaska demographic data, the D Street District today has an older population, smaller household sizes, and limited incomes when compared to the larger municipality and State. This could mean different types of housing designed to be accessible for these populations, employment opportunities, educational resources, and public services to serve today's household characteristics. This may also present opportunities for new, well-priced commercial services such as casual dining, fresh food markets, and social establishments (as these individuals need daily necessities and opportunities to interact with other people). Long-term there is opportunity to improve the economic conditions for current residents but also build new housing that caters to larger household sizes and provides housing options to individuals that may seek out a more urban lifestyle.

Opposite page: View of a winter festival in Downtown.

Population and Household Characteristics

Population Trends and Forecast

In 2021, Anchorage’s population was 289,967; large enough to support a thriving central business district with a variety of commercial services, houses, and public amenities. Based on population trends and population forecasts from the Alaska Department of Labor and Workforce Development, the Anchorage’s population is projected to decrease steadily over the next 20+ years, whereas nearby Matanuska-Susitna (“Mat-Su”) Borough is expected to increase substantially during the same period. By contrast, the Alaska State population is projected to change under low, middle, and high forecast scenarios; on the low scale estimate the population will decrease by over 19%, but the high estimates the population will increase by over 28%.

For the D Street District, there is opportunity to create a distinct urban neighborhood that is not present in other areas of the region and could appeal to specific residents that desire/value city-living; creating an urban neighborhood could potentially capture a portion of the projected population in the nearby Mat-Su region and/or at the state level (where low density suburban and rural living options are prevalent). Additionally, new housing in the D Street District could potentially slow the population loss that is projected for Anchorage as it could provide a new living option that is not otherwise present today (especially as some households may choose to leave the Municipality for more urban locations elsewhere in the United States). Additionally, urban revitalization in the D Street District could produce more shopping, employment, and community amenities that would increase quality of life and a person’s willingness to stay in (or move to) the Anchorage region – thus, it is important for the MOA to prioritize revitalization and placemaking efforts to address potential population losses at the State and local levels.

Table 2.5.a. Regional Population Trends (and Population Forecasts)

Year	Population by Geographic Area		
	Matanuska-Susitna Borough	Municipality of Anchorage (Muni)	Alaska (State) ¹
2021	108,805	289,967	734,323
2030	122,830	290,948	699,994 / 749,942 / 803,345
2040	137,132	287,226	648,536 / 759,191 / 876,037
2050	147,558	279,824	589,827 / 759,111 / 946,271
Projected Population Change (2021 to 2050)	35.6%	-3.49	Between -19.28% and 28%

Source: Alaska Department of Labor and Workforce Development, Research and Analysis Section / Alaska Population Projections 2021 – 2050 report.

1. State population estimates are provided as Low, Middle, and High estimates (displayed as low # / middle # / high #)

Table 2.5.b. Race and Ethnicity				
		<i>Percent of Population</i>		
		Census Tract 11	Anchorage (Muni)	Alaska (State)¹
Two or more races		17.10%	11.80%	10.00%
One Race	White	54.30%	60.30%	62.30%
	Black or African American	11.90%	5.40%	3.20%
	American Indian and Alaska Native	10.80%	7.20%	14.60%
	Asian	2.40%	9.70%	6.40%
	Native Hawaiian and Other Pacific Islander	0.00%	2.90%	1.50%
	Some other race	3.40%	2.70%	1.90%
Hispanic or Latino		6.60%	9.50%	7.30%

Source: US Census / American Community Survey 2021-5-year estimates

Race and Ethnicity

Table 2.5.b compares the racial distribution amongst Census Tract 11 (which includes the AWP D Street District), the Municipality (Muni), and the State of Alaska. In general, the census tract comprising the D Street District is more racially diverse when compared to the Muni and State. CT11 has a lower percentage of residents who are white, which is 54.3% compared to 60.3% in the Muni and 62.3% in Alaska. Notably, CT11 has a higher percentage of residents who identify as American Indian and Alaska Native (10.8%) than the Muni (7.2%) but lower than that of the State (14.6%). At nearly 12%, CT11 contains a larger portion of residents who identify as Black or African American than both the Muni (5.4%) and the State (3.2%). Conversely, the percentage of residents who identified as Asian and Native Hawaiian and Other Pacific Islander is considerably lower (up to a third lower) when compared to the Muni and State. The Hispanic or Latino rate in CT11 (6.6%) is lower than both the State percentage (7.3%) and the percentage rate for the overall Muni (9.5%).

Age

The median population age within CT11 is 38.7 years which is older than the Muni (34.3 years) and the State (35 years). CT11's largest age cohort is within the 25 to 34 years age group (22.9%) which is also true for both the Muni (17.0%) and the State (15.8%). The senior population (individuals 65 years or older) in CT11 is 16.7% which is a larger percentage of the overall population compared to that of the Muni (11.5%) and the State (12.3%). CT11 has the smallest segment of children (individuals under 18 years of age) at 4.7% when compared to the Muni (24.3%) and the State (24.8%). At 78.6%, a larger portion of CT11's population is within the prime working age than that of the Muni (64.2%) and the State (62.9%). Another notable observation of CT11 is that 50.9% of the population is not in the labor force (age 16+ years) which is higher than the Muni (29.1%) and the State (32.9%). Overall, the population within CT11, has more working age adults compared to the Muni and the State but less children compared to other geographic areas.

Age Group	Percent of Population		
	CT 11	MOA (Muni)	Alaska (State)
Under 5 years	2.3%	6.9%	6.9%
5 to 9 years	1.7%	7.1%	7.2%
10 to 14 years	0.4%	6.4%	6.7%
15 to 19 years	2.3%	6.3%	6.4%
20 to 24 years	4.8%	7.2%	6.9%
25 to 34 years	22.9%	17.0%	15.8%
35 to 44 years	18.7%	13.5%	13.1%
45 to 54 years	20.6%	12.1%	11.9%
55 to 59 years	2.8%	6.0%	6.4%
60 to 64 years	6.9%	6.0%	6.3%
65 to 74 years	10.8%	7.6%	8.4%
75 to 84 years	4.1%	2.9%	3.0%
85 years and older	1.8%	0.9%	0.9%
Under 18 years	4.7%	24.30%	24.80%
65 years and older	16.7%	11.50%	12.30%
Adults in Prime Working Age (18 to 65)	78.6%	64.2%	62.9%
Population not in Labor Force (age 16+ years)	50.9%	29.1%	32.9%
Median Age (years)	38.7w	34.3	35.0

Source: US Census / American Community Survey 2021-5-year estimates

Education Attainment

Most CT11 residents 25 years of age or higher (91.4%) are high school graduates, which is just slightly lower than the 94.2% across the Muni and 93.3% within the State. Moreover, 29.3% of the CT11 residents (aged 25+) have a bachelor's degree or higher which is slightly lower than the Muni (36.8%) but almost matches that of the State (30.6%). It is important to note that 8.6% of residents in CT11 do not have a high school diploma compared to 5.8% in the Muni and 6.7% in the State. When planning for economic development (and enticing new job opportunities), a highly educated and trained workforce are important considerations for potential employers to locate to a given community.

Highest Educational Attainment (population 25 years or older)	Percent of Population		
	CT 11	MOA (Muni)	Alaska (State)
Less than 9th grade	4.60%	2.20%	2.30%
9th to 12th grade, no diploma	3.90%	3.70%	4.50%
High school graduate (includes equivalency)	33.60%	23.70%	28.50%
Some college, no degree	26.80%	25.00%	25.60%
Associate degree	1.80%	8.60%	8.60%
Bachelor's degree	22.30%	22.80%	19.10%
Graduate or professional degree	6.90%	14.00%	11.50%
High school graduate or higher (25+)	91.40%	94.20%	93.30%
Bachelor's degree or higher (25+)	29.30%	36.80%	30.60%

Source: US Census / American Community Survey 2021-5-year estimates

English Speaking Ability

Most of the CT11 households speak solely English at home (86.8%) compared to 82.5% in the Muni and 84.4% across the State. Thirteen point two percent (13.2%) of CT11 residents speak a language other than English at home compared to 17.5% in the Muni and 15.6% in the State. Notably, for those individuals that speak other languages at home, 3.5% of CT11 residents speak English "less than very well", compared to 5.8% in the Muni and 4.3% across the State of Alaska.

<i>Language Statistics</i>	<i>Percent of Population</i>		
	<i>Census Tract 11</i>	<i>MOA (Muni)</i>	<i>Alaska (State)</i>
Speaks English Only at Home (age 5 or older)	86.80%	82.50%	84.40%
Speaks Language other than English at Home (age 5 or older)	13.20%	17.50%	15.60%
Speaks English Less than Very Well (age 5 or older)	3.50%	5.80%	4.30%

Source: US Census / American Community Survey 2021-5-year estimates

Household Characteristics

Table 2.5.f. summarizes key household characteristics within CT11 compared to the Municipality of Anchorage and the State of Alaska. The average household size in CT11 is 1.29 individuals which is less than half the household size across the greater Muni (2.68) and State (2.72). CT11 also has a smaller average family size (1.85 individuals) when compared to the Muni (3.26 individuals) and the State (3.32 individuals).

CT11 has a substantially larger segment of its population living alone (28.3%) compared to the Muni (13.5%) and the State (12.4%) and a has substantially smaller share of households with children (10.0%) compared to both the Muni and State (each possessing 33.8%). The number of households with someone over the age of 65 is higher within CT11 at 27.6% compared to that of the Muni (22.9%) and State (25.2%).

<i>Household Characteristic</i>	<i>Number OR Percent of Population</i>		
	<i>Census Tract 11</i>	<i>MOA (Muni)</i>	<i>Alaska (State)</i>
Average household size	1.29	2.68	2.72
Average family size	1.85	3.26	3.32
Householder Living Alone	28.30%	13.50%	12.40%
Households with one or more people under 18 years (Children)	10.00%	33.80%	33.80%
Households with one or more people 65 years or older (Seniors)	27.60%	22.90%	25.20%

Source: US Census / American Community Survey 2021-5-year estimates

Household Incomes / Financial Hardship

The median annual household income in CT11 is \$63,917 which is 20k+ less than the median household income of the Muni (\$88,871) and lower than the State median (\$80,287). There are less disparities in per capita income between CT11, the Muni and the State; the median per capita annual income for CT11 is \$44,865 and \$43,125 for the Muni, whereas the State's hovers around \$39,236. Well over half (57.7%) of households that rent within CT11 are considered cost burdened, meaning 30% or more of their income pays for housing. In the larger Muni, 46.70% of households that rent are cost burdened compared to 45.80% in the State. This suggests that these individuals may lack disposable incomes to purchase daily necessities such as food, clothing, transportation, and medical care. The poverty rate is substantially higher within CT11 (29%) compared to the Muni (9.1%) and the State (10.4%).

Households within CT11 have generally higher rates of public assistance (except in the case of social security benefits) when compared to the Muni and the State. For CT11, 22.9% of households receive supplemental social security benefits, compared to 20.6% in the Muni and 24.2% in the State. In CT11, 21.2% of households receive cash public assistance and 25.6% receive Food Stamp/SNAP benefits – these percentages far exceed the levels of assistance across the Muni and State. Lastly, over half of the population in the AWP D Street District are not in the labor force (50.9%) compared to the Muni (29.1%) and State (32.9%). This could be contributed to a variety of reasons ranging from medical hardship, lack of skills, age, education, or other unique condition that limits an individual from obtaining economic opportunity (which further contributes to financial hardship for those living in Downtown and the greater region).

Household Characteristic	Number OR Percent of Population		
	Census Tract 11	MOA (Muni)	Alaska (State)
Median household income (\$)	\$63,917	\$88,871	\$80,287
Per capita income (\$)	\$44,865	\$43,125	\$39,236
Cost Burdened Households (gross rent ≥30% of household income – **Rental Situations Only**)	57.7%	46.70%	45.80%
Poverty rate	29.00%	9.10%	10.40%
Senior Population (65+ years)	16.70%	11.50%	12.30%
Children Population (>18 years)	4.70%	24.30%	24.80%
Households receiving Supplemental Social Security Income	4.90%	4.5%	4.5%
Households receiving Cash Public Assistance	21.20%	6.50%	6.40%
Households receiving Food Stamp/SNAP Benefits	25.60%	8.70%	10.40%
Population not in Labor Force (age 16+ years)	50.9%	29.1%	32.9%

Source: US Census / American Community Survey 2021-5-year estimates

Housing Conditions

A generous supply of residential options, fair prices, and quality housing stock are vital to community vitality, job growth, and economic sustainability. Individuals may choose to stay in a community or opt to relocate to a new location where there is quality housing that meets their size, price, and quality needs. If housing is unobtainable, cities will struggle to retain a talented workforce, attract major employers, and accommodate natural growth in the region. The following subsections summarize the housing conditions in and around D Street District – through the AWP process, there may be opportunities for Anchorage to accommodate a portion of the unmet housing demand within the D Street District through adaptive reuse projects and new development.

Housing Units and Tenure

There are an estimated 517 housing units within CT11 which includes D Street District and some outlying areas. Approximately 86.8% of those units were identified as occupied, which is slightly lower than the occupancy rate in the Muni (90.4%) but higher than the occupancy rate in the State at 80.3%. According to Table 2.5.h, the ratio of renter occupied units to owner occupied units in CT11 is the inverse of that for both the Muni and State. This indicates that there are fewer housing options for those that choose to own a home versus rent in the D Street District. Another interesting statistic is CT11 has a 13.2% housing vacancy rate compared to 9.6% across the Muni and 19.7% in the State – this may suggest a severe housing shortage exists within the Muni and the D Street District and may lead to rising housing costs and challenge the community's ability to recruit/maintain a workforce to fill local jobs. Finally, CT11 has a larger portion of its housing stock built prior to 1980 (56.3%) compared to 45.7% in the Muni and 37.9% in the State. Due to their age, a large portion of the housing units in CT11 have a higher probability of containing hazardous building materials like asbestos and/or lead-based paint (which were later banned around 1980). Furthermore, older units have a higher probability of needed repairs (costs and liabilities that are passed on to purchasers or reflected on rental rates).

Housing Characteristic	<i>Number OR Percent of Population</i>		
	CT 11	MOA (Muni)	Alaska (State)
Total housing units	517	118,055	324,434
Occupied units	86.80%	90.40%	80.30%
Owner occupied	31.00%	62.90%	65.70%
Renter occupied	69.00%	37.10%	34.30%
Vacant Units	13.20%	9.60%	19.70%
Housing Age			
Housing Units Built Prior to 1980	56.30%	45.70%	37.90%
Housing Units Built 1980 or newer	43.70%	54.30%	62.00%
Source: US Census / American Community Survey 2021-5-year estimates			

Housing Types

Most (68.8%) of the housing in CT11 comes in the form of large multi-unit buildings (containing 20+ dwelling units). Just over 10% of residential units in CT11 (spanning beyond the D Street District) are single-family detached houses compared to 48% within the Muni and 63.3% in the State; this is to be expected for urban districts like Downtown. Within CT11, there are no single-family attached homes and very few 3-4 unit structures compared to the Muni and State. Our Downtown Goal 4, to “Provide More Housing Downtown,” advocates for the development of “diverse housing options and residential amenities that will boost commercial, build community, and create round-the-clock vibrancy.”

Housing Characteristic	Number OR Percent of Population		
	CT 11	MOA (Muni)	Alaska (State)
Total housing units	517	118,055	324,434
1 unit, detached	10.10%	48.00%	63.30%
1 unit, attached	0.00%	13.70%	7.80%
2 units	13.50%	5.40%	5.20%
3-4 units	1.20%	10.80%	7.20%
5-19 units	7.00%	9.8%	7.10%
20+ units	68.30%	8.10%	5.00%
Mobile home	0.00%	4.10%	4.20%
Boat, RV, van, etc.	0.00%	0.10%	0.20%

Source: US Census / American Community Survey 2021-5-year estimates

Unit Size

Most of the existing housing in CT11 are studios (36.6%), 1-bedroom (22.8%), or 2-bedrooms (31.5%) units; this existing supply makes Downtown most conducive to single individuals or couples without children (or extended family members). By contrast, there are substantially less 3-, 4- and 5-bedroom options in CT11 when compared to the Muni and State; this lack of larger housing units in CT11 makes it difficult to attract (or accommodate) larger households who may choose to reside in Downtown (especially those with children and senior relatives).

Housing Characteristic	Number OR Percent of Population		
	CT 11	MOA (Muni)	Alaska (State)
Total housing units	517	118,055	324,434
No bedroom	36.60%	2.90%	6.30%
1 bedroom	22.80%	10.20%	13.40%
2-bedroom	31.50%	26.60%	25.90%
3-bedroom	7.70%	37.30%	35.20%
4-bedroom	0.00%	18.70%	15.60%
5+ bedrooms	1.40%	4.40%	3.60%

Source: US Census / American Community Survey 2021-5-year estimates

Housing Cost and Affordability

Owner-occupied Housing – At 31%, CT11 has an owner-occupancy rate about half of that of both the Muni (62.9%) and the State (65.7%). At \$328,500, the median home value in CT11 is very similar to that of the Muni (\$327,500) but higher than that of the State (\$282,800). The distribution of housing prices displayed in Table 2.5.k shows that a smaller percentage of CT11’s housing prices falls below \$299,999 (35.3%) compared to that of the Muni (42.3%) and the State (54.8%). The D Street District (and vicinity) are in line with Muni housing costs; the owner-occupied homes valued between \$300,000 to \$499,999 make up the largest share for CT11 (61.9%), the Muni (42.10%), and the State (34%). Notably, a significantly larger portion of homeowners with a mortgage in CT11 pay \$3,000 or more a month (57.7%) than those in the Muni (20.4%) and State (14.1%).

Table 2.5.k. Housing Value/Cost, Owner-occupied units

<i>Housing Costs</i>	<i>Number OR Percent of Population</i>		
	<i>Census Tract 11</i>	<i>MOA (Muni)</i>	<i>Alaska (State)</i>
Median Home value	\$328,500.00	\$327,500.00	\$282,800.00
Owner-occupied Units (percent of total)	31.00%	62.90%	65.70%
Owner-occupied Unit Value (percent of total)			
Less than \$50,000	2.90%	5.00%	6.00%
\$50,000 to \$99,999	0.00%	1.80%	4.70%
\$100,000 to \$149,999	11.50%	4.10%	6.30%
\$150,000 to \$199,999	13.70%	6.10%	9.70%
\$200,000 to \$299,999	7.20%	25.30%	28.10%
\$300,000 to \$499,999	61.90%	42.10%	34.00%
\$500,000 to \$999,999	2.90%	14.30%	10.40%
\$1,000,000 or more	0.00%	1.40%	0.90%
Housing units without a mortgage	43.90%	30.60%	38.30%
Housing units with a mortgage	56.10%	69.40%	61.70%
Monthly Mortgage Rates (percent of total rental units)			
Less than \$500	0.00%	0.40%	0.70%
\$500 to \$999	0.00%	2.30%	4.90%
\$1,000 to \$1,499	0.00%	14.00%	17.30%
\$1,500 to \$1,999	33.30%	24.30%	27.90%
\$2,000 to \$2,499	0.00%	22.70%	21.60%
\$2,500 to \$2,999	9.00%	16.10%	13.50%
\$3,000 or more	57.70%	20.40%	14.10%

Source: US Census / American Community Survey 2021-5-year estimates

Renter-occupied Housing – In CT11, 69% of the total housing units are rentals compared to 37.1% in the Muni and 34.3% in the State. For rental housing units, the median monthly rental rate in CT11 is \$1,029 which is less than the rental rates found across the Muni (\$1,350) and within the State (\$1,279). In CT11, 35.9% of the rental units have a monthly rent of less than \$500 which is a significantly larger portion than that of both the Muni (4.8%) and State (6.3%); lower cost rental units may also make up the bulk of the units and buildings that are older in age and, as such, have a higher probability of needed repairs (costs and liabilities that have not been addressed; see Table 2.5.h.: Housing Units and Tenure). Within CT11, a little over 10% more households that pay rent are cost burdened than in the Muni and the State. In CT11, 57.7% of rental households pay 30% or more of their income on housing compared to 46.7% within the Muni and 45.8% in the State.

Table 2.5.I. Gross rent, occupied units paying rent

Housing Costs	Number OR Percent of Population		
	Census Tract 11	MOA (Muni)	Alaska (State)
Median Rent	\$1,029.00	\$1,350.00	\$1,279.00
Rental Units (percent of total)	69.00%	37.10%	34.30%
Monthly Rental Rates (percent of total)			
Less than \$500	35.90%	4.80%	6.30%
\$500 to \$999	9.80%	20.10%	23.10%
\$1,000 to \$1,499	43.10%	34.70%	34.20%
\$1,500 to \$1,999	2.90%	23.10%	21.00%
\$2,000 to \$2,499	0.00%	11.60%	11.20%
\$2,500 to \$2,999	8.20%	4.00%	3.00%
\$3,000 or more	0.00%	1.80%	1.30%
Cost Burdened Households (gross rent ≥ 30% of household income)	57.7%	46.70%	45.80%
Gross Rent as a Percentage of Household Income			
Less than 15.0 percent	17.80%	11.20%	14.50%
15.0 to 19.9 percent	13.90%	13.70%	14.20%
20.0 to 24.9 percent	8.90%	16.10%	14.20%
25.0 to 29.9 percent	1.70%	12.30%	11.30%
30.0 to 34.9 percent	5.60%	10.40%	9.90%
35.0 percent or more	52.10%	36.30%	35.90%
Source: US Census / American Community Survey 2021-5-year estimates			



Chapter 3

PROPERTY INVENTORY



Section 3.1: Inventory Introduction and Purpose

When planning for area revitalization, it is important to examine the current property conditions to identify sites that are most conducive to near-term redevelopment, future urban infill projects, and potential adaptive reuse activities. Notably, undeveloped, and/or underutilized properties present both opportunities and challenges for revitalization. In their current state, they create voids in the urban fabric, project negative perceptions (or a sense of abandonment), and detract from other uses. At the same time, they present opportunities for redevelopment, urban amenities, and new community-serving uses. Thus, it is important to assess property conditions to determine what should be reserved, enhanced, and redeveloped.

As an essential part of defining revitalization strategies for the D Street District, Stantec (the project consultant) completed an inventory and analysis of 44 individual tax lots (encompassing over 11.5 acres) within the D Street District. Stantec examined readily available parcel data and applied scoring criteria to identify potential brownfields and sites most conducive for near-term redevelopment. The inventory has three primary objectives:

Above: View of the 9th Avenue corridor (at D Street); the People Mover bus and existing residential building in the foreground.

- 1. Identify Property Conditions:** Identify the existing property conditions in the AWP D Street District (e.g., size, utilization, vacancy status, current/past land use, presence on a state/federal environmental database, and building age).
- 2. Prioritize Redevelopment Sites:** Apply scoring criteria to rate and determine which properties the MOA and ACDA may prioritize their redevelopment efforts and public resources.
- 3. Identify Brownfields:** Identify which properties are brownfields based on the property condition findings.

The inventory process revealed that most of the current parcels possess property conditions that suggest they are brownfield sites – mostly due to their building age, historical environmental records, and/or their vacant/blighted conditions. Specifically, the inventory identified 25 priority redevelopment sites that could support meaningful (and transformative) infill projects based on their vacant/underutilized status, size, and ideal locations within Downtown – these mostly include sites that are undeveloped and/or are not fully utilized (meaning buildings do not occupy most of the site area).

Collectively, these sites also possess conditions that necessitate environmental site assessment (ESA) studies to further determine the specific property/building conditions, identify the presence of contaminants/hazardous substances, and/or potential cleanup activities (that would be required to improve the properties and support new tenants). The following subsections provide more detail the inventory findings.

Section 3.2: Brownfields Overview

Brownfields are an important consideration when planning for Downtown revitalization and returning vacant/abandoned properties back into productive use. They pose both challenges and opportunities for redevelopment and placemaking activities. When unaddressed, brownfields may remain idle for decades creating voids in the urban fabric. But through proper assessment (and cleanup), brownfields could be revived as signature community projects that fit seamlessly into the larger context.

The EPA defines a brownfield as, **“real property, the expansion, redevelopment or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.”** This is a broad definition, meaning that many developed or previously used properties, especially in an urban setting, could be classified as a brownfield. Identifying and gaining an understanding of brownfields and their associated redevelopment and adaptive reuse challenges can be a key step for communities to develop effective action plans to address potential (and known) hazards and liabilities associated with these properties and return them to productive use.

Past industrial, commercial, and other intensive land use activities at brownfield sites can result in the presence of petroleum products and other hazardous constituents within soil, groundwater, and soil vapor underlying the sites. Older structures may contain hazardous building materials such as asbestos, lead-based paint, and polychlorinated biphenyls (PCBs) that were commonly used in the

construction and maintenance of buildings prior to 1980¹. For the AWP D Street District, several properties meet the EPA’s definition for brownfields.

Reuse/Redevelopment Potential - For the D Street District, it is anticipated that the AWP process will provide a strategy for property owners to redevelop/adaptively reuse brownfield sites with new uses that fit into a larger vision for Downtown. By demonstrating that projects have community support, and government agencies have strategies for addressing potential infrastructure and other public services/amenities, the AWP will serve as a tool for attracting increased interest of developers who will purchase, cleanup, and redevelop the sites. Brownfield redevelopment will capitalize on existing infrastructure, benefit from nearby amenities, build upon established business enterprises, and help complete the community’s vision for the area. The AWP intend is to create an environment where the market opportunities exceed the costs associated with potential cleanup and abatement.

1. *Lead-based paint was widely used in the United States (US), because of its enhanced durability, but banned from use in household paints in the US in 1978 due to health concerns. Asbestos was historically used in a wide range of building materials, because of its fiber strength and heat resistance, but was banned from select building products in a series of regulatory decisions beginning in 1973 and continuing through 1989 (although asbestos remains in use in numerous building products). PCBs were used in caulk, paint and coating, fluorescent light ballasts, and other building materials during about 1950 through 1979, but were banned from use in the US in 1979.*

Section 3.3: Property Inventory Methodology Overview

Inventory Methodology and Database

Stantec created the brownfields inventory for the D Street District using geographic information system (GIS) and tax lot data obtained from various sources (namely Anchorage Tax Assessor, the Municipality of Anchorage, State and Federal Environmental Databases), reviewed historical land use records, and confirmed the findings through field observations in February 2023. Using these data sources, Stantec built a working database including tax lot information, historical data, and findings from the field observation. Stantec also assigned a map identification number (Map ID) to each tax lot in the inventory (for mapping and sorting purposes). Table 3.3.a lists the data sources that Stantec used to create the inventory.

<i>Inventory Data Source</i>	<i>Components</i>
<p>Data Source A: Tax Lot Information Database</p> <ul style="list-style-type: none"> Anchorage Tax Assessor Municipality of Anchorage 	<p>Property Characteristics including:</p> <ul style="list-style-type: none"> Address / property identification number Owner / business name Zoning Size Structures (and age) Land and structure values Improvement to Land Value Ratio (ILVR)¹
<p>Data Source B: Environmental Databases</p> <ul style="list-style-type: none"> State of Alaska Environmental Data Bases Federal Environmental Data Bases (FRS) Historical Land Use Records (including Municipal Directories and Sanborn® Fire Insurance maps) 	<ul style="list-style-type: none"> Information related to known or suspected environmental releases documented in regulatory databases such as contaminants, record status, media impacted, cleanup date, etc. Information related to historical land uses that may have contributed to site contamination, pollutants, and other hazardous substances.
<p>Data Source C: Field Observations</p> <ul style="list-style-type: none"> Field Observations from a site tour (February 2023) Google Earth Pro aerial/streetview photography. 	<p>Selected site observations concerning:</p> <ul style="list-style-type: none"> Current land use Occupancy/Vacancy Obvious Environmental Conditions (e.g., containers/drums, above ground storage tanks, pavement/soil staining, etc.). Blight Indicators

1. ILVR is determined/calculated by dividing the assessed value for improvements (e.g., buildings and structures) by the assessed value of the land. Properties with high land values when compared to structure values indicate the property is underutilized and could support future development. An ILVR of 0 typically means a tax lot is vacant, and a value <1 indicates that the land is more valuable than the improvements, and therefore is underutilized in terms of development potential).

Prioritization and Scoring Criteria

Stantec used the property data sources (described in the preceding subsection) to apply a scoring system aimed to identify which properties (or brownfields) the MOA and ACDA may choose to prioritize for environmental study, reuse, and/or redevelopment. The Project Team defined which criteria they would apply to the inventory and assigned values to each. Using these criteria (and associated values), Stantec ranked/ scored the sites in the D Street District. The scoring criteria considered site characteristics including property size, ILVR, the presence of an environmental database record, building age, and vacancy/abandonment. Table 3.3.b. lists the criteria, associated score/points (if the conditions are present), and the reasoning for the criterion rating (as it relates to revitalization).

Criterion	Points	Description	Reasoning
A. Site Nomination Method: GIS Analysis	2	Site was nominated for environmental site assessment by Anchorage, the Municipality, and/or property owner	This criterion assigns a score based on whether the site was nominated for environmental site assessments (ESA) as part of the MOA's EPA Brownfield Grant project. Nominated sites have a higher potential for near-term redevelopment activities.
	0	Site was not officially nominated for environmental assessment	
B: Site Size Method: GIS Analysis	1.0	1.0 acre or greater property size	The criterion assigns scores based on lot size. Sizes one acre or greater have high potential to accommodate significant redevelopment projects, whereas sizes less than 0.25 acres may only accommodate modest redevelopment activity.
	0.5	0.25 acres or greater AND less than 1.0 acre	
	0	Less than 0.25 acres	
C: Underutilization / Improvement to Land Value Ratio (ILVR) Method: GIS Analysis	1.0	ILVR < 0.5	The criterion assigns scores based on the properties' ILVR. A lot having an ILVR less than 0.5 means the property is more valuable than its buildings and suggests the property is underutilized and has the potential to support additional development. In contrast, lots with an ILVR greater than 1.0 suggests the property is utilized and less likely to be razed and redeveloped.
	0.5	ILVR > 0.5 AND ≤ 1.0	
	0	ILVR >1.0	
D: Environmental Data Base Method: GIS Analysis / State & Federal Databases	2	Site is on an environmental database listing with confirmed release	This criterion assigns scores based on whether the lot is on a state or federal environmental database and/or the property once supported a potentially contaminating land use (e.g., industrial operations). Lots with these conditions should be prioritized for reuse to address the potential environmental liabilities through site cleanup and/or abatement.
	1	Site is on an environmental database listing	
	0	Site is NOT on an environmental database listing (no records)	
E. Building Age (pre- 1980) Method: GIS Analysis	1	Building was constructed prior to 1980	This criterion assigns a score to identify buildings that were constructed prior to 1980 – buildings constructed before this time have a higher potential for containing asbestos and other hazardous building materials.
	0	Building was constructed in 1980 or newer	

Table 3.3.b. Scoring Criteria Matrix			
<i>Criterion</i>	<i>Points</i>	<i>Description</i>	<i>Reasoning</i>
F: Undeveloped Property Method: GIS Analysis / Field Observations	2	Site does not have a building/structure – the property in undeveloped	This criterion assigns a score to identify lots which are currently undeveloped and do not have a building. There is opportunity to target these properties for redevelopment. An ESA may be needed to proceed with development activities.
	0	Site has a building	
G: Vacant Building (partial or fully) Method: Field Observations	2	Site does not have a current occupant AND/OR has a vacant building (identified through field observations) that could be adaptively reused	This criterion assigns a score to identify lots that do not have an occupant/tenant AND/OR have a vacant building. Vacant buildings could be actively reused for new uses. Older buildings may suggest the need for studies (ESAs) to ensure the building can be safely reoccupied and/or improved.
	1	Building only has an upper OR lower floor tenant	
	0	Site has an active tenant	
H: Tax Delinquency GIS Analysis ***(only if available via MOA datasets)	1	Site is delinquent on property tax payments for one (1) year or more	This criterion assigns a score for private sites that are delinquent on property tax payments. Tax delinquent properties sometimes remain idle for extended periods of time due to potential liens, lawsuits, and/or complicated real estate transactions.
	0	Site is not delinquent on property tax payments for less than one year.	
I: Blight Indicator Method: Field Observations	1	Site or building has debris, broken windows, and/or deteriorating exterior/ roof.	This criterion assigns a score to identify buildings/sites that have various signs of deterioration, blight, and deferred maintenance. Sites that are in poor condition should be prioritized for revitalization/redevelopment.
	0.5	Site or building shows signs of minor deferred maintenance (e.g., peeling paint, overgrown vegetation)	
	0	Site or buildings are in good condition	

Inventory Results and Findings

After applying the scoring system, Stantec reviewed and refined the inventory to identify properties that (a) should be prioritized for environmental study (e.g., Phase I/II ESAs and/or Regulated Building Materials Survey), and (b) should be targeted for new urban infill projects, redevelopment, and/or adaptive reuse. The complete property database and associated mapping are provided in Appendix A.

High Priority Properties/Brownfields - Based on inventory scores of 3.0 or above, the process identified 33 parcels/tax lots in the D Street District that could be prioritized for environmental study and/or reuse activities. These high priority sites include site characteristics that make them most conducive for near-term redevelopment and warrant environmental assessment based on their building age, past property use, and/or historical environmental records. These properties and their

associated scoring conditions are summarized in Table 3.2.d and depicted on Figure 3.2.1.

Undeveloped and Underutilized Properties – It is also important to note that the inventory identified undeveloped and/or underutilized properties within the D Street District. These include sites that (a) are undeveloped without a permanent habitable structure, (b) possess existing structures with vacant tenant spaces, and/or (c) are not fully utilized (in terms of site improvements). Given their vacancy or underutilized status, these properties have the greatest near-term reuse/redevelopment potential (over occupied parcels). Near-term, these properties could be considered “opportunity sites” and should be targeted for infill projects or adaptive reuse activities to support new community-serving uses such as commercial services, employment, and/or housing. Through the AWP process, it will be important to define the specific reuse opportunities for undeveloped properties. Figure 3.2.2 illustrates vacant and underutilized sites in the D Street District.

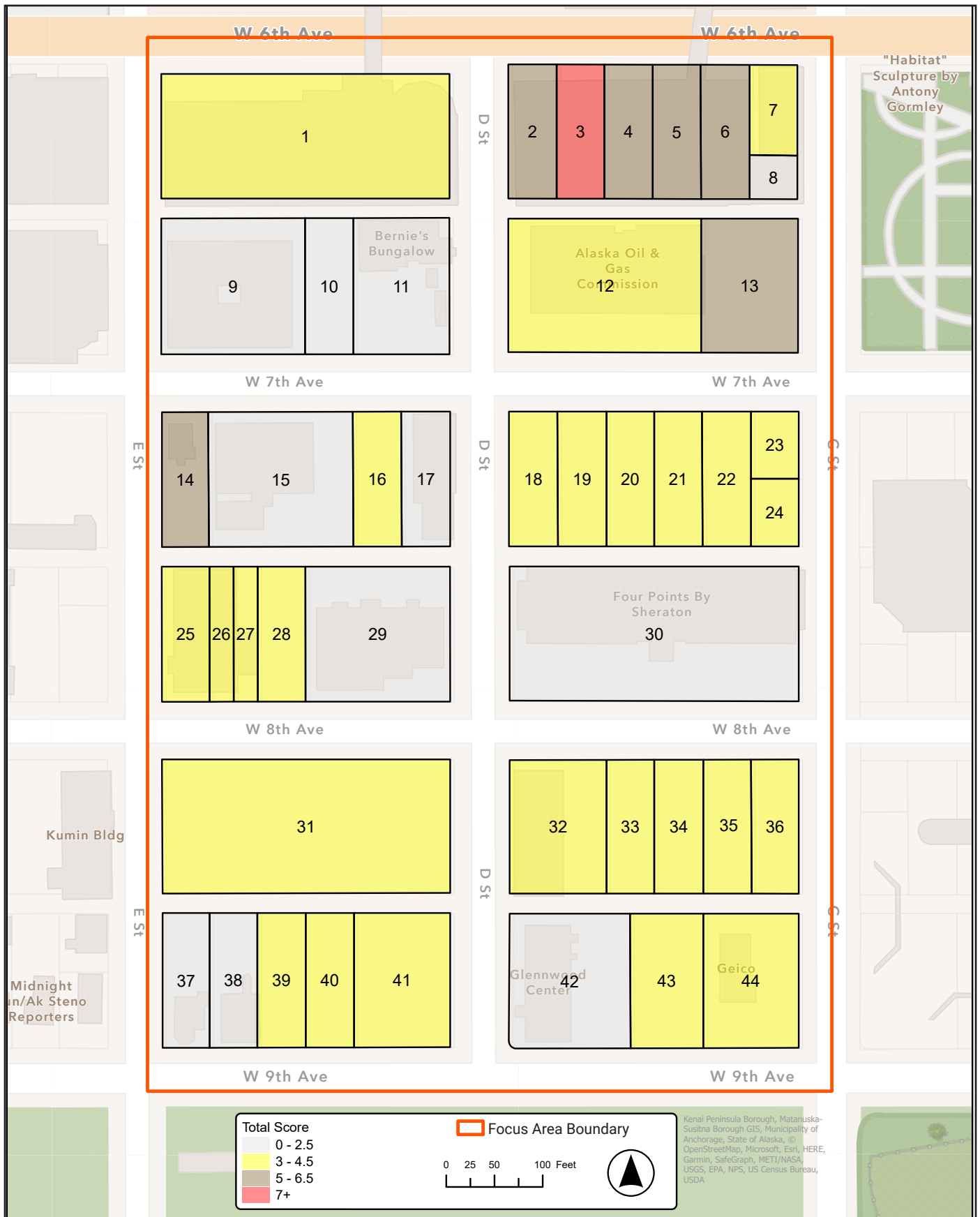


Figure 3.3.1. AWP Brownfield Inventory - Scoring Map

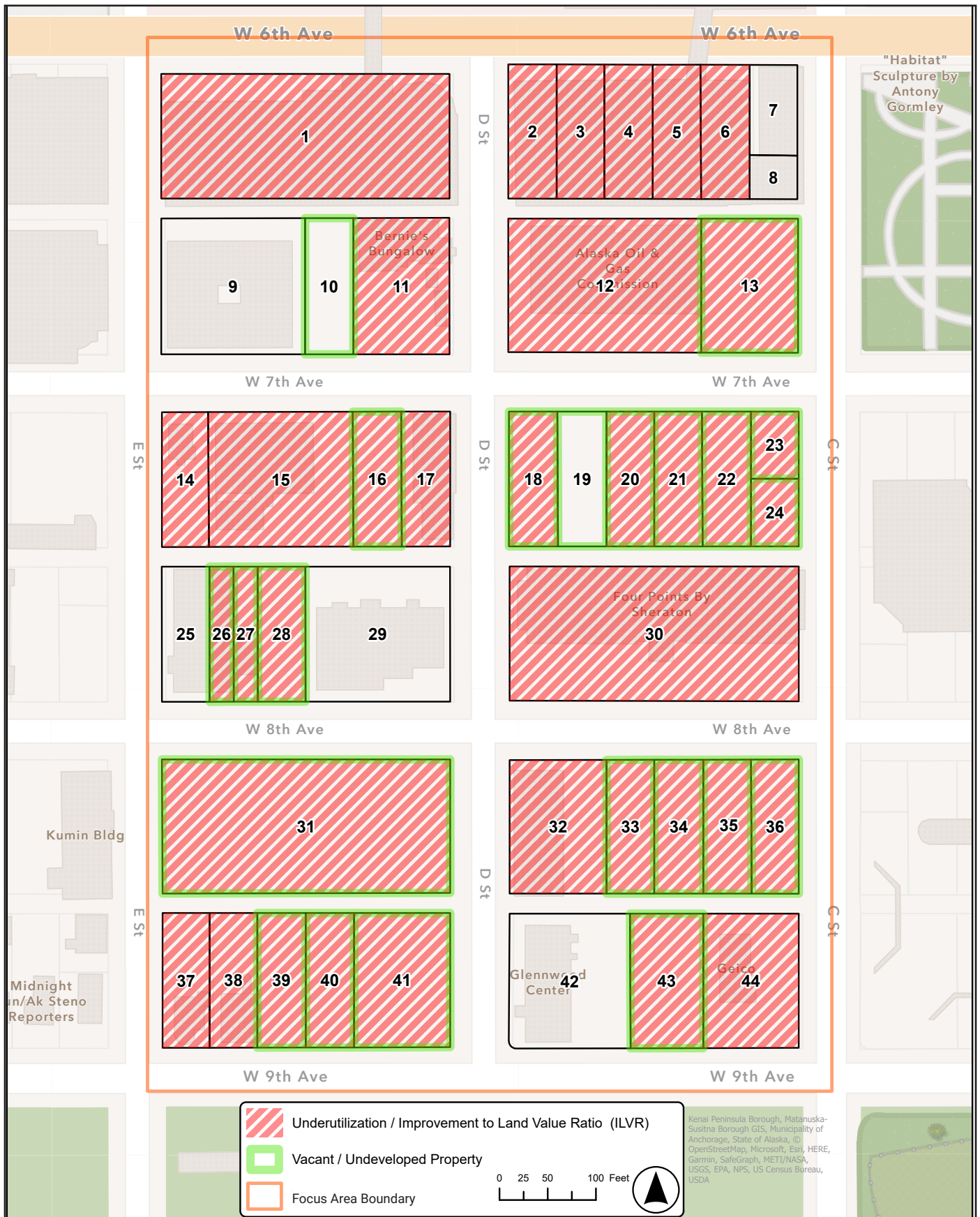


Figure 3.3.2. AWP Brownfield Inventory – Vacant/Underutilized Property Map

Table 3.3.d. High Priority Brownfields/Properties Scoring Results (scoring 3.0 and above)

<i>Parcel ID</i>	<i>Map ID</i>	<i>A. Site Nomination Score</i>	<i>B. Site Size Score</i>	<i>C. Underutilization (ILVR) Score</i>	<i>D. Environmental Database or Historical Land Use Score</i>	<i>E. Building Age (pre- 1980) Score</i>	<i>F. Undeveloped Property Score</i>	<i>G. Vacant Building (partial or fully) Score</i>	<i>H. Tax Delinquency Score</i>	<i>I. Blight Indicator Score</i>	<i>Total Score</i>	<i>Acreage</i>	<i>Zoning</i>
00211257000	1	0	0.5	0.5	1	1	0	0	0	0	3	0.964187	B2A
00211258000	2	0	0	0.5	2	1	0	2	0	1	6.5	0.160698	B2A
00211259001	3	0	0	1	2	1	0	2	0	1	7	0.160698	B2A
00211260000	4	0	0	0.5	1	1	0	2	0	1	5.5	0.160698	B2A
00211261000	5	0	0	0.5	1	1	0	2	0	1	5.5	0.160698	B2A
00211262000	6	0	0	0.5	2	1	0	2	0	1	6.5	0.160698	B2A
00211264000	7	0	0	0	1	1	0	1	0	0	3	0.109114	B2A
00211252000	12	0	0.5	1	2	1	0	0	0	0	4.5	0.643365	B2B
00211251000	13	0	0.5	1	2	0	2	0	0	0	5.5	0.321396	B2B
00211240000	14	0	0	1	0	1	0	2	0	1	5	0.160698	B2B
00211242000	16	0	0	1	0	0	2	0	0	0	3	0.160698	B2B
00211244000	18	0	0	1	1	0	2	0	0	0	4	0.160698	B2B
00211245000	19	0	0	0	1	0	2	0	0	0	3	0.160698	B2B
00211246000	20	0	0	1	1	0	2	0	0	0	4	0.160698	B2B
00211247000	21	0	0	1	1	0	2	0	0	0	4	0.160698	B2B
00211248000	22	0	0	1	1	0	2	0	0	0	4	0.160698	B2B
00211250000	23	0	0	1	1	0	2	0	0	0	4	0.080349	B2B
00211249000	24	0	0	1	1	0	2	0	0	0	4	0.080349	B2B
00211239000	25	0	0	0	2	1	0	0	0	0	3	0.160698	B2C
00211238000	26	0	0	1	0	0	2	0	0	0	3	0.080349	B2C
00211237000	27	0	0	1	1	0	2	0	0	0	4	0.080349	B2C
00211236000	28	0	0	1	1	0	2	0	0	0	4	0.160698	B2C
00211266000	31	0	0.5	1	0	0	2	0	0	0	3.5	0.964784	B2C
00211219000	32	0	0.5	0.5	1	1	0	0	0	0	3	0.321396	B2C
00211220000	33	0	0	1	0	0	2	0	0	0	3	0.160698	B2C

Table 3.3.d. High Priority Brownfields/Properties Scoring Results (scoring 3.0 and above)

Parcel ID	Map ID	A. Site Nomination Score	B. Site Size Score	C. Underutilization (ILVR) Score	D. Environmental Database or Historical Land Use Score	E. Building Age (pre- 1980) Score	F. Undeveloped Property Score	G. Vacant Building (partial or fully) Score	H. Tax Delinquency Score	I. Blight Indicator Score	Total Score	Acreage	Zoning
00211221000	34	0	0	1	0	0	2	0	0	0	3	0.160698	B2C
00211222000	35	0	0	1	0	0	2	0	0	0	3	0.160698	B2C
00211223000	36	0	0	1	0	0	2	0	0	0	3	0.160698	B2C
00211210000	39	0	0	1	0	0	2	0	0	0	3	0.160698	B2C
00211209000	40	0	0	1	0	0	2	0	0	0	3	0.160698	B2C
00211208000	41	0	0.5	1	0	0	2	0	0	0	3.5	0.321396	B2C
00211265000	43	0	0	1	0	0	2	0	0	0	3	0.241185	B2C
00211271000	44	0	0.5	1	2	1	0	0	0	0	4.5	0.317952	B2C

Section 3.4: Environmental Site Assessments (ESAs) and Studies

Environmental studies and related assessment are typically required (or highly recommended) for sites that possess one or more of the following conditions/characteristics:

- Supporting existing or historical land use activities with high probability of emitting pollutants and/or contaminants to the environment.
- Located adjacent to existing or historical polluting land uses.
- Containing current or past buildings/structures which were constructed prior to 1980 (pre-dating safe building requirements).
- Possessing current or past buildings/structures that contain asbestos, lead-based paint, molds, or other known hazardous materials.
- Located on or near a confirmed release of a pollutant/contaminant into the environment.
- Located near a rail line.
- Containing other situations, features, or activities that pose a health threat to humans, habitat, and/or the natural environment.

A critical future step for identifying and assessing environmental liabilities associated with brownfields is to conduct ESAs and/or Regulated Building Materials (RBM) surveys on the high priority sites identified in the previous section. These technical environmental studies will review past property use and/or include site testing to inform property owners and prospective tenants of potential environmental conditions that must be addressed before the sites are redeveloped/repurposed for new uses. They are also frequently required by banks/lenders involved in property transactions and permitting departments for demolition, adaptive reuse, and redevelopment activities. Descriptions of ESAs and building materials surveys are provided below.

Phase I ESA - The initial step in evaluating potential environmental liabilities associated with a property is the performance of a Phase I ESA. Phase I ESAs are completed in accordance with a detailed standard process established by the American Society for Testing and Materials (ASTM) – “Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process,” Designation E1527-21. The scope of work for a Phase I ESA includes a visual reconnaissance of the property, interviews with key individuals, and review of reasonably ascertainable documents (typically including federal, state, and other environmental databases; historical maps (e.g., Sanborn® Fire Insurance Maps), municipal directories, and aerial photography (and comparing multiple years); and any existing environmental reports).

Phase I ESA reports provide a summary of known or confirmed environmental liabilities associated with a property (and adjoining properties), as well as findings and conclusions related to potential or probable additional environmental liabilities. Phase I ESAs will typically include information on the types of contaminants that are either confirmed to be present or potentially present based on past land uses and may also include information on the specific locations where contaminants are known or potentially present. The Phase I ESA does not include actual testing of building materials, soil, groundwater, soil vapor, or other environmental media, but the information developed is useful for developing a scope of work for a Phase II ESA (described below).

In situations where a Phase I ESA identifies no RECs or other types of significant potential environmental concerns, completion of the Phase I ESA alone may be sufficient to address previous concerns by developers over unknown or perceived environmental liabilities and serve to enhance developer interest and redevelopment prospects. However, if a Phase I ESA identifies significant known or potential environmental liabilities, then a Phase II ESA (described below) will likely be needed to further evaluate these known or perceived liabilities.

Phase II ESA - A Phase II ESA generally includes collection of samples of various types of environmental media (i.e., soil, groundwater, soil vapor, etc.) and analysis of the samples for known or suspected “contaminants of concern.” The scope of work for the Phase II ESA is typically based on

the findings of a Phase I ESA as well as information relevant to the types of chemicals or petroleum products used or stored on a site (or neighboring properties) and the locations for this use or storage (including features such as underground storage tanks).

A Phase II ESA will often confirm the presence or absence of contaminants of concern, as well as whether measured concentrations exceed applicable cleanup or other regulatory threshold values. If no or very low-level concentrations of contaminants are detected, the Phase II ESA may be sufficient to address concerns related to potential contamination. However, if significant or widespread contamination is documented during a Phase II ESA, then additional follow-up testing may be required to fully assess the magnitude, nature, and extent of contaminants in various environmental media, and/or to satisfy state or federal requirements associated with the discovery of contamination at a site above cleanup standards or other applicable regulatory limits.

Regulated Building Material (RBM) Survey – The purpose of an RBM survey is to identify the presence and quantity of RBMs. Building materials can contain a number of hazardous components that, if disturbed, can pose a health risk to workers and occupants. RBMs may pose little health risk when left alone and intact; however, during maintenance, renovation, or demolition, materials that may pose health risks must be managed, abated, and disposed of appropriately according to regulations. Data obtained during the building survey can be used to assess exposure for renovation workers and in the case of demolition, identify the areas of abatement needed and their costs to support redevelopment of the property. RBMs include but are not limited to:

- Asbestos-containing materials (ACMs);
- Lead-based paint (LBP), paint containing lead, or construction use of other heavy metals;
- Polychlorinated biphenyls (PCBs) present in electric ballasts and other equipment, as well as some caulks and other building materials;
- Mercury-containing fluorescent lamps;
- Mercury-containing thermostats/switches;
- Chlorofluorocarbon (CFC) refrigerants; and
- Silica dust from disturbed concrete, stucco, stone products, ceramic tile, drywall and plaster.

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Chapter 4

COMMUNITY PRIORITIES FOR D STREET



Section 4.1: Community Engagement Overview

The area-wide planning process for the D Street District followed a Community Engagement Plan aimed at collaborating with local stakeholders, business representatives, and residents. The objective was to create a revitalization strategy that is for and by the people; the process is intended to respond to resident need, reflect individual aspirations for Downtown, and remain true to local values. The AWP process aims to identify and respond to the community's priorities that were captured through a series of engagement activities through the project duration.



As part of the project commencement, the Project Team defined a formal engagement plan aimed to invite community members, government partners, ACDA staff, and municipal departments to actively participate in the AWP process. It is important to note, the revitalization ideas for the D Street District also built upon the recommendations from OUR DOWNTOWN which followed its own public engagement plan – by following OUR DOWNTOWN, the past public sentiments were carried forward through this AWP process. The following describes the main engagement groups; the subsequent sections summarize the engagement feedback and main takeaways, whereas Appendix B provide more detail on participant responses.

Above & Left: Photographs of the participants and information boards from the Pop-up engagement event that occurred in the Anchorage Museum lobby as part of the First Friday festivities in March 2023.

Staff Listening Session – The Project Team facilitated one “Listening Session” with MOA staff, ACDA, and other governmental partners to learn about their ideas/aspirations for the D Street District, concurrent public initiatives, local perceptions, and area conditions. Notably, the participants shared their redevelopment and urban design ideas for underutilized sites and priority street corridors in the D Street District (e.g., development options for vacant sites).

Stakeholder Interviews – Project Team conducted four (4) group stakeholder interviews (either as groups or individuals) to obtain local perspectives and feedback relating to redevelopment ideas, opportunities, and challenges for underutilized properties and primary street corridors in the D Street District. Group 1 included individuals affiliated with Downtown Anchorage, Group 2 included individuals representing the development community and major downtown landowners, Group 3 included representatives from the real estate community, and Group 4 included local business owners

and community representatives. Together, the participants provided a diverse perspective on the opportunities and challenges facing the D Street District and the greater Downtown vicinity.

Community Engagement (Pop-up Event) – Mid-way through the AWP process, the Project Team hosted a “pop-up” community engagement event at the Anchorage Museum as part of the First Friday community activities. The pop-up event occurred as a casual information and engagement booth in the museum lobby; the booth included project representatives, information boards, and conceptual plans (depicting potential community enhancement ideas). Individuals were asked to provide their feedback relating to area need, individual perspectives (of the D Street District), ideas for enhancements, development desires/preferences, and responses to preliminary revitalization ideas for the area. Participants provided their feedback as conversations with project staff, written comments affixed to information boards, and/or comment cards.

Section 4.2: Stakeholder and Community Feedback

This section summarizes the main themes and participant feedback obtained at each of the engagement groups (as initially presented in the preceding section). The Project Team used this feedback to identify what they believed to be the Community’s Priorities for the D Street District (see Section 4.3). More detailed engagement notes are provided in Appendix B.

Staff Listening Session

Shortly after the project commencement, the Project Team hosted a virtual Listening Session on December 6, 2022, with several MOA and ACDA staff representatives to obtain their perspectives of the D Street District in terms of existing conditions, local needs, opportunities/challenges, and ways to improve area conditions (many of the participants have been working in the area, their sentiments served as valuable baseline data for the AWP process). Based on the participant feedback, the

following lists the main themes obtained from the staff Listening Session:

- **Downtown Activity Centers/Destinations** – Most participants acknowledged that Downtown has several destinations and activity centers; there is opportunity to build upon existing centers of civic activity. Participants identified 4th Avenue as the “heart of Downtown”; and the 5th Avenue Mall, the Anchorage Museum, and Town Square Park as notable destinations.
- **Pedestrian Connections** – Several participants recommended that the pedestrian experience should be enhanced particularly with wider sidewalks, new pedestrian routes (e.g., alleyways converted to pedestrian corridors), and traffic calming measures.

- **Streetscape Enhancements** – Most participants suggested that a series of streetscape enhancements would improve pedestrian activity, enhance area appearance, and support economic development/future infill redevelopment projects. One participant suggested (and supported by others) that the planning process incorporate a “Woonerf” (A Dutch inspired street design that promotes a variety of users and slows vehicle travel speed).
- **Housing** - Several individuals suggested there is a significant need and opportunity for housing. Some participants recommended that a mix of housing types be provided in the D Street District (e.g., market rate and affordable housing options).
- **Parking** – Many participants recommended reducing the number of surface parking lots in Downtown with new urban-scaled development projects. Others noted that parking garages are less preferred over surface lots (for security/safety reasons). A few individuals recommended adding valet service to Downtown (for convenience and to eliminate the need for individuals to access garages).
- **Park Strip** – Several participants suggested utilizing the Park Strip more (especially in the winter) as it represents a significant community amenity. Some suggested adding a skating rink and winter-theme programs. Many recommended creating a strategy to activate the Park Strip.
- **Amenities** – Several participants suggested that the D Street District include new amenities such as parks/public gathering areas, a sauna, indoor garden/greenhouse, locations for winter activities, and art features.
- **Snow Storage** – A few individuals noted that the planning process needed to accommodate (or plan for) snow storage. One individual noted that there is not enough money to haul snow away from the Downtown core. Another noted that the snow removal service is funded/provided through an existing Business Improvement District.
- **Priority and Marketing** – A few participants suggested that the Muni needs to make the D Street District a priority and develop a marketing plan (while including property owners). One participant suggested designating certain Downtown locations as a “deteriorated area” since there is a State of Alaska process to lessen property taxes (which could incentivize redevelopment).
- **Wayfinding** – Some participants recommended adding wayfinding signage throughout Downtown so visitors can be effectively directed

Stakeholder Group Interviews

The Project Team conducted a series of stakeholder group interviews shortly after the AWP project commenced in mid-November 2022. This included four groups with individuals representing Downtown Anchorage agencies/organizations, real estate professionals, developer/landowner entities, and business owners/community organizations. Based on the participant feedback, the following lists the main themes obtained from the stakeholder group interviews.

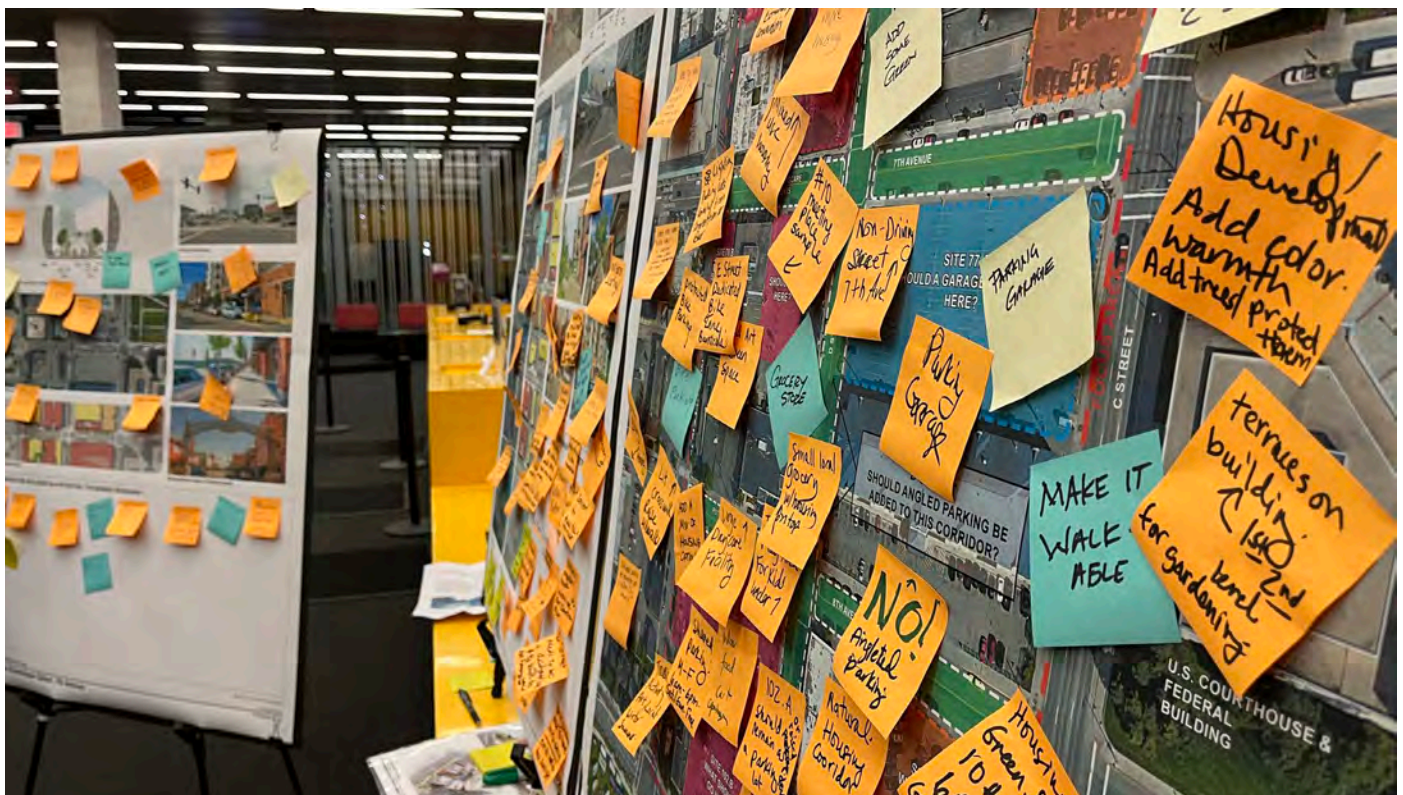
- **Crime and Safety Perceptions** – Most participants acknowledged that Downtown has negative crime and safety issues (e.g., criminal activity). Most participants recommended that the MOA address crime/safety before redevelopment will occur (as it poses a challenge to entice people into Downtown).
- **Parking Perceptions** – Most participants acknowledged that locals perceive a lack of parking in Downtown and many patrons prefer situations where they can park close to their destination. Many acknowledged that individuals in Anchorage are accustomed to driving most places. Other participants suggested that the area (and the larger Downtown vicinity) should include more mobility options to lessen the dependence on private automobiles.
- **Open Space Assets / Park Connections** – Most participants acknowledged that the Park Strip, the Museum, and Town Square are important community assets. Most participants recommended that the Muni strengthen the access and connection to these assets. Others

recommended that future housing projects be oriented to the Park Strip and the Muni should clean up public open space areas.

- **Land Use Flexibility** – Most participants were unable to define specific uses that would be viable in the D Street District and there were common sentiments to maintain land use flexibility for future projects. Some participants noted that retail may be most viable at locations that already possess commercial activity (E Street, D Street, and 6th Street). Others acknowledged that convenience-type retail may be viable in future projects.
- **Housing Demand** – Most participants acknowledged there is a regional demand for a variety of housing types. Some participants recommended that future housing be oriented to the Park Strip/Delaney Park.
- **Downtown Activities and Events** – Most participants acknowledged that Downtown used to host more activities and community events. Several participants recommended that the community plan for year-round events (especially in the wintertime). Participants recommended events should cater to locals (tourists should not be the primary focus).

- **Property Preparation** – Most participants seemed less optimistic about near-term redevelopment opportunities in the D Street District. Many suggested that the MOA Real Estate and ACDA focus their efforts on preparing the sites for redevelopment and addressing known issues (e.g., utility relocation planning).
- **Mobility Enhancements** – Some participants seemed to support mobility enhancements that would provide better pedestrian connections from Downtown to public open space areas. Others seemed to support modest streetscape enhancements; notably E Street, 6th Street, and connected over/across 9th Street.
- **Financial Challenges** – All participants acknowledged that redevelopment projects are challenging to finance (when considering the cost of construction and the expected rental rates or sales prices). Others noted that the current interest rates make projects infeasible. Many participants recommended that MOA Administration and Assembly and the ACDA provide more financial incentives.

Below: Photograph of the participant responses from the Pop-up engagement event that occurred in March 2023 at the Anchorage Museum.



Community Engagement (Pop-up Event)

The Project Team hosted a pop-up engagement event in March 2023 at the Anchorage Museum as part of the regularly scheduled *First Friday* community festivities. The pop-up engagement event was intended to be casual in nature; facilitators engaged with event patrons by explaining the AWP objectives and asking for feedback relating to area possibilities and future enhancements (there was not a formal presentation).

Pop-up Event Participant Feedback Themes – The following bullets summarize the participant feedback the Project Team obtained from the pop-up event.

- **Housing** - Several comments expressed a need and support for housing in the D Street District. Many comments suggested mixed-use projects with ground floor commercial services and housing units on the upper floors. There were several requests for attainable- housing options. Some housing-related comments expressed the desire to be able to age-in-place, to live near work, and to easily access key amenities such as grocery stores or public green spaces. Other comments recommended adding roof-top terraces and/or open spaces.
- **Land Uses & Services** - Many of the participants expressed the need/desire for a mix of land uses that provide a broad range of services. Some comments recommended specific uses which include general retail, coffee/tea shops, restaurants, daycare facilities, an athletic gym, a pharmacy, a grocer, a hotel, and a spa. There were specific recommendations for a Children's Museum (within or near the former Nordstrom department store building) and a community center in the D Street District.



- **Streets & Mobility** - Most of the mobility-related comments focused on slowing motor vehicle traffic and improving area conditions/access for pedestrians and bicyclists (with less emphasis on accommodating motor vehicles). Notably, participants provided recommendations relating to wider sidewalks, street trees, and protective shelters – features that would make the D Street District more walkable. Other comments recommended adding designated bicycle lanes to street corridors and providing bike racks/lockers. There was a suggestion to add accommodations for rideshare services by establishing formal loading/pickup areas. The following summarizes enhancement recommendations to specific street corridors:
 - **C Street** – Most comments suggested that wider sidewalks and better pedestrian amenities be added to the corridor. Other comments recommended adding designated/protected bicycle lanes. A few comments recommended that a pedestrian bridge be constructed over C Street at 7th or 8th Avenues (to better link the D Street District to the Anchorage Museum).
 - **D Street** – Many comments suggested that D street be enhanced with wider sidewalks and other pedestrian amenities. Some comments requested that designated bicycle lanes be introduced to the corridor. Other comments recommended that D Street be converted to a pedestrian-only corridor. Many respondents identified opportunities to create a strong pedestrian/bicycle connection to the Park Strip along D Street.
 - **E Street** – Several participants recommended that designated/protected bicycle lanes be introduced into the corridor.
 - **7th Avenue** – Many of the participants support streetscape enhancements to 7th Avenue. One comment asked that angled parking not be provided on 7th Avenue. There was a suggestion to add an outdoor gathering space at 7th Avenue and D Street.
 - **8th Avenue** – Many of the participants support streetscape enhancements to 8th Avenue. One participant requested better transit service be provided near 8th Avenue.

- Parking** – Participants seemed to support preserving some of the existing parking lots/ areas in the D Street District though there did not appear to be a request to add a lot of new motor vehicle parking. Several of the comments requested bicycle parking in the form of racks and/or lockers. The following summarizes parking-related feedback for specific blocks in the D Street District:
 - Block 71** – There were comments to demolish the existing parking garage (i.e., the J.C. Penney garage) to make way for future development.
 - Block 77** – There were multiple comments that supported a new parking garage at this location.
 - Block 78** – There was a suggestion to improve lighting within the existing parking lot(s).
 - Block 102** – There were a few recommendations to retain the existing parking at this location. Other comments suggested making this shared parking and allowing free parking during certain days/times.
- Open Space & Amenities** - Participants suggested a broad array of desired open space and public amenities for the D Street District. Many of the comments recommended adding a formal park or open space feature to the D Street District that would be used for passive recreation and/or to host community events. Participants recommended specific recreational features including (but not limited to): an ice castle/hotel, lazy river, ice skating trail/ribbon, skate park, and a variety of sport courts (e.g., basketball and pickleball).
- Placemaking & District Character** - Many of the participants expressed the importance to create a definable sense of place and district character. Many comments focused on achieving quality architecture that would be unique to Anchorage and its climate; suggestions included: colorful buildings, brick exterior building materials, outdoor seating/use areas, colonnades (and similar elements), roll-up exterior doors (to connect indoor and exterior spaces), and low-rise buildings. Others requested that art be introduced to the D Street District.
- Northern Climate Elements** - There were several participants that suggested that the D Street District needs to respond to and celebrate the Municipality's unique northern climate and weather conditions. Several comments asked that buildings be designed to reduce shadowing effects and the public sidewalks (as shadows create cold and icy conditions). There were several suggestions for heated sidewalks to address ice and snow. Many participants acknowledged the need for effective snow removal and storage in the D Street District. There were specific requests to provide shelter/covering features for pedestrians. There was a recommendation to create an energy district. Two participants provided a written narrative describing how the D Street District should respond to the area's unique northern climate.



1. View of participants and information boards from the Pop-up event. | 2. View of participant responses affixed to an information board.



Section 4.3: Community Priorities

Pursuant to the initial public engagement activities, the participant feedback can be categorized into eight “Community Priorities” for the D Street District and benefiting the larger Downtown vicinity. These priorities support the community’s vision to create a vibrant, mixed-use Downtown destination and aim to address specific area-wide issues and challenges as they relate to revitalization and neighborhood vitality. When addressed, the community priorities are believed to improve quality of life conditions that will make the D Street District more appealing for residents and business enterprises; and would serve as the foundation for successful revitalization. Most simply, the “Priorities” are issues that the community wants to address and solve.

Above: View of the 9th Avenue Corridor and the Park Strip / Delaney Park (just outside the Focus Area).

PRIORITY I: CREATE A DISTINCT DOWNTOWN NEIGHBORHOOD

The D Street District should revitalize into a distinct Downtown Neighborhood that projects a unique character and includes a wide range of land uses. As revitalization occurs, the area will emerge as an identifiable subdistrict within the larger vicinity yet complements Downtown as a whole.

PRIORITY II: CONNECT TO DOWNTOWN ASSETS AND AMENITIES

Downtown Anchorage has several beloved destinations, activity centers, and amenities; revitalization in the D Street District should include new projects, land uses, and a mobility network that interconnect other assets and amenities in the vicinity to achieve a holistic Downtown district.

PRIORITY III: CREATE A MULTI-MODAL TRANSPORTATION NETWORK

Downtown should transition with strong pedestrian, bicycle, and transit-oriented infrastructure to achieve a multi-modal district (with less dependence on the automobile). The D Street District should be enhanced with quality sidewalks, bicycle routes, and transit-supportive streetscapes.

PRIORITY IV: SUPPORT AND ENTICE URBAN INFILL AND ADAPTIVE REUSE PROJECTS

Downtown Anchorage is envisioned to become a much more vibrant and dense destination; whereas several properties remain undeveloped (or contain surface parking lots), and existing buildings lack full occupancy. The D Street District should revitalize with new urban infill projects (on vacant lots), and new tenants occupying existing buildings – these projects will provide much needed housing and commercial services.

PRIORITY V: CREATE DIVERSE HOUSING OPTIONS

Downtowns become much more exciting when there is a diverse population living in the district where residents patronize local businesses and create vibrancy, whereas, Anchorage has limited housing options in its Downtown Core. The D Street District will revitalize with new housing options including a variety of unit sizes, price points, and lifestyle choices.

PRIORITY VI: PROVIDE COMMERCIAL SERVICES

Anchorage can thrive with additional commercial services which complement the 5th Avenue Mall, existing businesses, and Downtown patrons/residents. The D Street District will include ground floor commercial tenant spaces to activate streetscapes, provide near-by amenities for residents, and expand consumer activities into this emerging area of Downtown.

PRIORITY VII: CREATE A SAFE AND INVITING ENVIRONMENT

Downtown Anchorage can expect more consumer and visitor activity when individuals perceive the area to be safe and inviting for all people. MOA departments, along with ACDA, Anchorage Downtown Partnership (ADP), and community stakeholders should prioritize crime prevention and safety enhancements throughout Downtown to attract human activity, businesses, and private investment.

PRIORITY VIII: PROVIDE SERVICES AND MAINTENANCE

Downtown projects rely on adequate public services, utilities, amenities, and clean/functional streets. Amenities and clean streets fall under ADP's Clean Safe Vital Program. These properties already pay into the Downtown Business Improvement District.

For D Street District to revitalize and support future investment, MOA Departments, Utility Providers, and ACDA need to assess utility and public service needs on a project-by-project basis to propose and seek funding to make associated capital investments. The MOA Parks or PM&E should also develop plans to provide routine maintenance to streets, parks, and the area's infrastructure so the area remains clean, functional, and economically viable, potentially beyond what may already be paid for and provided by ADP.

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Chapter 5

REVITALIZATION VISION FOR D STREET



Section 5.1: D Street Vision

The D Street District has astounding redevelopment and high-density downtown infill potential that would implement many of the goals from the Anchorage 2040 Land Use Plan and the recently adopted OUR DOWNTOWN. Based on MOA policy documents and the engagement feedback obtained through this AWP process, the long-range vision for the D Street District can be described as ***“D Street is reimagined as a distinctive, walkable Downtown Neighborhood centered on diverse housing and commercial services with complementary streetscapes that connect to other activity centers and local destinations”***.

The D Street vision evokes the idea of a downtown destination where people live, shop, and play. The vision entails new downtown-scaled buildings, active ground floor uses, and captivating streetscapes that accommodate a wide variety of users (with a priority on pedestrians). The area will be unique to its location (in terms of character and land use mix) yet complementary to surrounding uses and subdistricts. The vision also embodies the idea of a diverse and inclusive neighborhood, including a wide variety of households with diverse racial or ethnic backgrounds, household sizes, ages incomes, and physical abilities.

This vision can be realized by reoccupying buildings/ storefronts with new tenants, developing vacant properties with new high-density downtown-scaled buildings, and friendly streetscapes that focus on pedestrian activity). New development and infrastructure changes will help entice new businesses and economic development. This effort necessitates a multifaceted revitalization approach that will involve investments and actions from both the public and private sectors. The vision for D Street acknowledges and responds to the eight Community Priorities (identified in the previous chapter).

Above: Artist example showing how D Street could revitalize into a distinctive community destination and pedestrian-oriented corridor.

Section 5.2: Vision Plan

The Vision Plan for the D Street District illustrates a potential revitalization scenario for how the area could grow and evolve over time. The Vision Plan represents a conceptual design showing new infill buildings, existing structures prime for preservation and adaptive reuse. Proposed streetscapes follow the National Association of City Transportation Officials (NACTO) downtown guidelines adopted into Our Downtown. improvements with improved pedestrian elements connecting together the Downtown Core and Park Strip areas. The Project Team developed the Vision Plan shortly after receiving the engagement feedback; the Vision Plan responds to stakeholder aspirations, Our Downtown goals and action items, and the MOA's current zoning code.

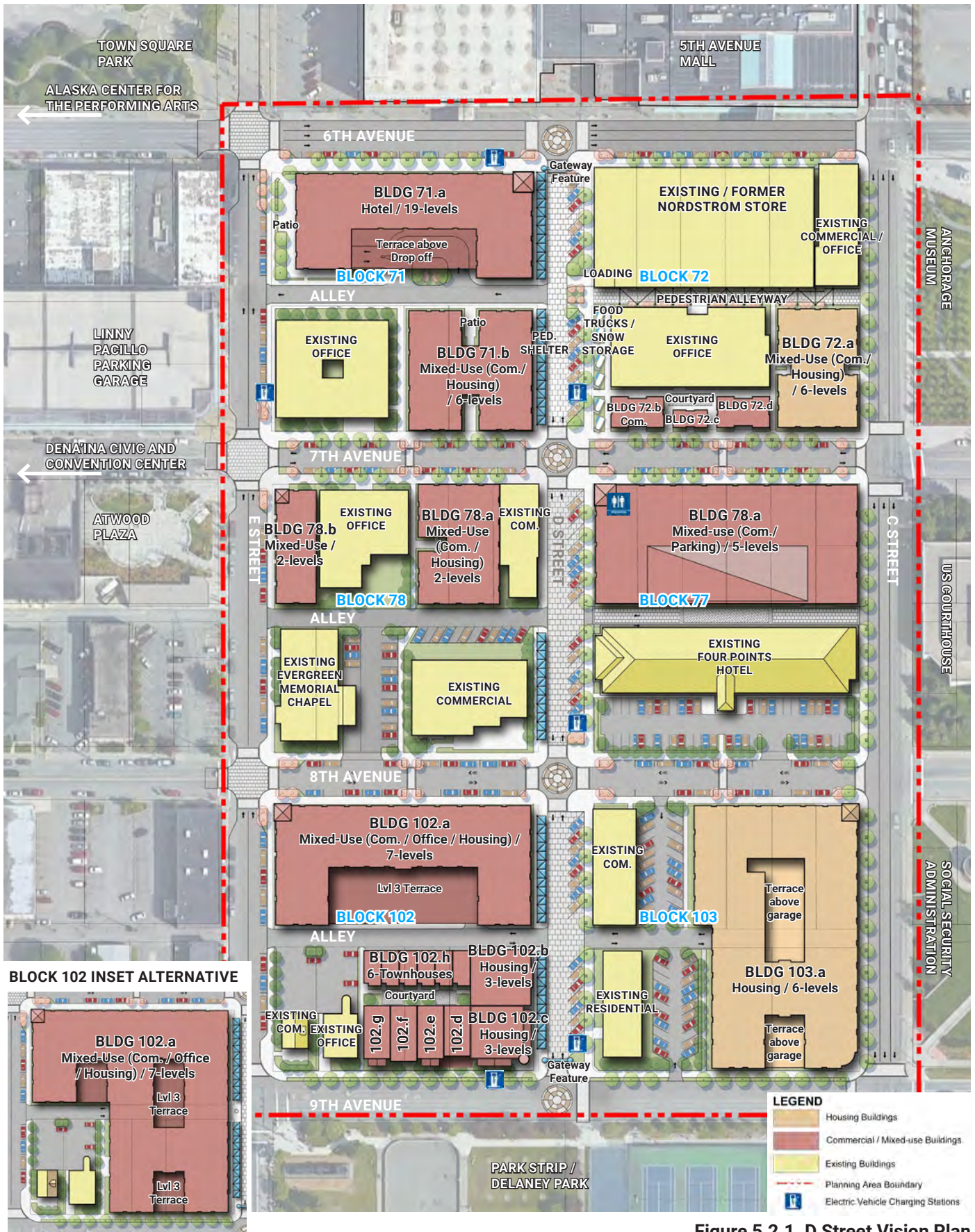
The Vision Plan is intended to show how the area could revitalize over time, to assess (re)development potential on individual properties, and to define the supportive infrastructure investments needed to transform the area into a distinctive high-density downtown neighborhood nestled in the heart of Downtown Anchorage – the Vision Plan is not meant to be regulatory in nature. As individual properties are slated for redevelopment or reuse, it's recognized that associated owners or developer entities will

define the specific site programming, land use mix, and project design.

Figure 5.2.1 illustrates the Vision Plan for the D Street District; this includes an inset depicting an alternative redevelopment scenario for Block 102. Table 5.2.a lists the planned development program for each block and proposed building (note: The table does not provide programming for existing structures). Section 5.3 explains the key components (or planning ideas) for the D Street.



Above: Perspective rendering of the Vision Plan depicting a potential redevelopment scenario for the Focus Area.



BLOCK 102 INSET ALTERNATIVE

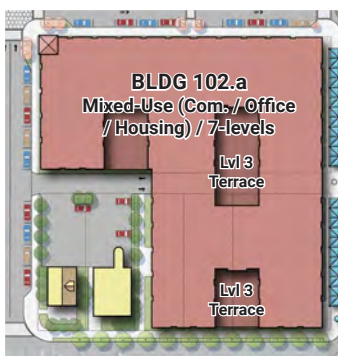


Figure 5.2.1. D Street Vision Plan

Table 5.2.a. Vision Plan Development Programming

Block	Building	Land Use	Number of Levels	Building Footprint (square-feet)	Non-residential Area (square-feet)	Dwelling Units (1,000-sf average)	Hotel Rooms (600-sf average)	Parking Stalls	Parking Arrangement
71	71.a	Hotel	19	22,910	22,910	0	412	228	2 underground levels
71	71.b	Mixed-Use (Commercial/Housing)	6	17,140	5,000	104	0	0	
72	72.a	Mixed-Use (Commercial/Housing)	6	11,550	1,500	68	0	0	
72	72.b	Commercial	1	2,000	2,000	0	0	0	
72	72.c	Commercial	1	800	800	0	0	0	
72	72.d	Commercial	1	2,000	2,000	0	0	0	
77	77.a	Mixed-Use (Parking Structure)	5	39,400	8,000	0	0	540	5 levels (1/2 of first floor)
78	78.a	Mixed-Use (Commercial/Housing)	6	11,890	2,000	72	0	0	
78	78.b	Mixed-Use (Commercial/Office)	2	5,800	11,600	0	0	0	
102	102.a	Mixed-Use (Commercial/Office/Housing)	7	38,850	57,020	140	0	155	1 underground level (1/4 ground level)
102	102.b	Housing (Apartment)	3	4,330	0	12	0	0	
102	102.c	Housing (Apartment)	3	3,690	0	11	0	0	
102	102.d	Housing (Brownstone)	2	1,710	0	2	0	0	On-street or via arrangement offsite
102	102.e	Housing (Brownstone)	3	1,800	0	3	0	0	On-street or via arrangement offsite
102	102.f	Housing (Brownstone)	3	1,800	0	3	0	0	On-street or via arrangement offsite
102	102.g	Housing (Brownstone)	3	1,800	0	3	0	0	On-street or via arrangement offsite
102	102.h	Housing (Townhouses)	3	10,800	0	6	0	12	2-car garage per unit
103	103.a	Housing (Apartment)	6	48,605	0	228	0	85	1 level
Total					112,830	652	412	1,020	
Alternative Vision Plan (See Inset)			Includes all other proposed buildings as listed above, but replacing buildings 102.a with a single building 102.a (see below)						
102	102.a	Mixed-Use (Commercial/Office/Housing)	7	66,700	45,000	325	0	248	1 underground level / 3 above ground levels
Total					100,810	797	412	1,101	



Figure 5.2.2. D Street Vision Plan Perspective Rendering



FESTIVAL STREET

5TH AVENUE MALL

FORMER NORDSTROM STORE

FOOD TRUCK COURTYARD

PEDESTRIAN ALLEYWAY

MIXED-USE INFILL

ANCHORAGE MUSEUM

GARAGE WITH RETAIL & RESTROOMS

FOUR POINTS HOTEL

C STREET

JAMES M. FITZGERALD US COURTHOUSE AND FEDERAL BUILDING

SOCIAL SECURITY ADMINISTRATION

RESIDENTIAL INFILL



Section 5.3: Vision Plan Components

The Vision Plan for the D Street District includes a wide variety of components that are believed to achieve a complete, distinctive urban neighborhood. These include new infill projects, adaptive reuse activities on individual properties, specific land uses intended to serve existing and future populations, and enhancements to the public realm. This section provides more detail on the planned Vision Plan components.

Fill Our Downtown

Proposed projects and improvements in this plan are intended to implement OUR DOWNTOWN. *Our Downtown Land Use and Economic Goal #5:*

Increase the Intensity of the Downtown Core: **Fill Our Downtown** is implemented through this section of the AWP. The D Street District is envisioned to be as a catalytic area with attractive reuse and new development projects that provide much needed housing, employment, and commercial services, while achieving a continuous collection of active spaces along area streets and alleys. New infill projects could occur on the undeveloped properties throughout the D Street District – Infill buildings are depicted as pink (mixed-use) or orange (housing) polygons on the Vision Plan. These new developments would replace most of the existing surface parking lots with new multi-level

structures which are oriented to adjacent streets. While the MOA's zoning standards allow for high rise structures, the Vision Plan depicts most of the new buildings to be 6 to 7 stories to respond to the height of existing structures, allow for sunlight, and to allow for construction technologies such as timber frame and modular construction). The MOA's Administration and the ACDA will use this vision and associated analysis to establish expectations and - encourage private investment.

In addition to the adoption of the Our Downtown plan, the MOA also recently rewrote and adopted a new zoning code for Downtown Anchorage. This Vision Plan and D Street District AWP combined with Our Downtown, Title 21, Chapter 11: Downtown, and the existing housing incentives specific to Downtown are expected to bring positive results for all of Downtown, and especially the D Street District.



1. Example of an urban infill project with ground floor active tenant spaces opening to public open space. | 2. Example of an urban neighborhood with low-rise residential buildings, wide sidewalks, and art installations in Tacoma, Washington. | 3. Example of a low-rise residential building in Bremerton, Washington; parking is provided within a garage behind the main facade. | 4. Perspective rendering of a potential mixed-use infill project and supportive streetscape improvements and pedestrian shelter along D Street at 7th Avenue (a potential destination hotel is depicted in the background along 6th Avenue. | 5. Perspective rendering of a planned residential-based mixed-use project at D Street and 8th Avenue.

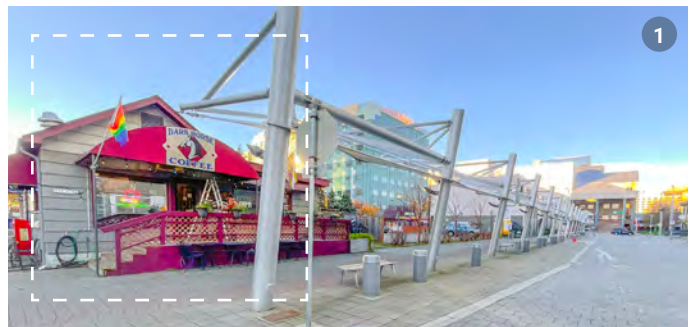


Adaptive Reuse

The D Street District contains multiple buildings that could remain and evolve over time to support a wide variety of tenants and land uses— existing buildings are depicted as yellow polygons on the Vision Plan. Existing buildings proposed to remain contain active tenants, represent a substantial real estate asset, and may possess some sort of historical character with a connection to Anchorage’s past. Often, existing buildings provide lower cost rental spaces for potential tenants. But it is also important to recognize and accommodate existing tenants occupying these buildings; thus, preserving current buildings is a way to avoid potential business or resident displacement.

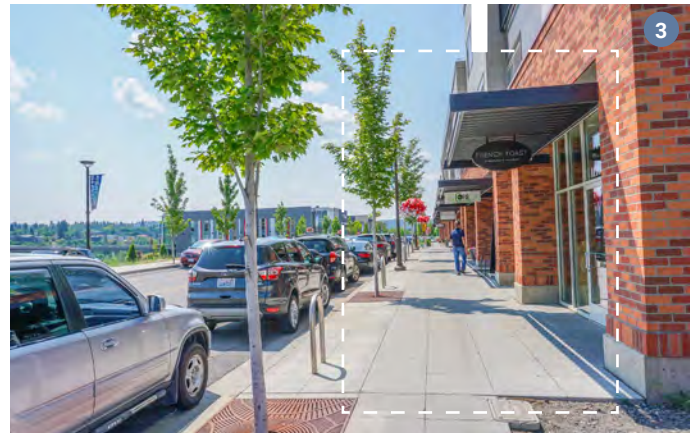
It is anticipated that many of the existing buildings could be adaptively reused to support new land uses and individual tenant needs. Specifically, tenant spaces can be improved or modified to meet modern-day living and business operations.

- **Block 71** – The Vision Plan suggests that the existing office building on the northeast corner of E Street and 7th Avenue remain as it represents a substantial real estate asset on D Street. Infill development could occur on the surrounding surface parking lots.
- **Block 72** – The northeast block of D Street is planned to include the most adaptive reuse activity; the Vision Plan illustrates the following key projects.
 - **Former Nordstrom Building** – This former department store is a vacant multi-level brick structure located on the 6th Avenue corridor (across from the 5th Avenue Mall). There is opportunity to adaptively reuse the building for new commercial, civic, office, and/or housing. As the building is adaptively reused, there is opportunity to create ground floor active tenant spaces (along street frontages) to help enliven the corridor. Additionally, there is an opportunity to add windows to the upper facades; the loading dock along D Street could be used for commercial deliveries or transformed into an outdoor gathering space.
 - **Alaska Oil & Gas Conservation Building** - The existing office building is set back from the 7th Avenue corridor (parking lots are located between the building facades and the public sidewalks). Over time, there is opportunity to modernize the building and to plan for infill development to occur on the surface parking lots. Three small-scale commercial buildings could be constructed along the 7th Avenue frontage, creating intimate courtyard spaces between the structures.
- **Block 77** – The Four Points Hotel building occupies the south half of the block. The building is setback from 8th Avenue with a small surface parking lot located between the facade and the public sidewalks. The hotel also represents a significant real estate asset and a much-needed land use. Based on the site configuration and land use, this building is envisioned to remain. Over time, the properties could benefit from site enhancements, such as a low wall and landscaping to screen the parking areas. This would serve to further enhance the adjacent streetscape appearance.
- **Block 78** – Most of the buildings on this block are envisioned to remain and could evolve over time to make way for new tenants. This includes two office/mixed-use buildings along the 7th Avenue corridor and two commercial/institutional buildings on the south half of the block.
 - **Evergreen Memorial Chapel** – This building operates as a funeral home and has a small surface parking lot located to the rear of the structure. The building is planned to remain due to its land use, active status, and property condition. If the funeral operations cease, the building could be adaptively reused for a variety of tenants including retail, restaurant, and/or professional office.
 - **Tundra Tykes / Preschool Building** – This building located at the southeast corner of the block is an active preschool that includes outdoor play areas. The building is also planned to remain due to its land uses, active status, and site improvements.



- **Block 102** – Surface parking lots occupy the majority of the block, whereas two small-scale structures are located in the southwest corner of the block. This includes a small house (converted for commercial uses), and a small office building. Nearby childcare is an important component of livability, these buildings are planned to remain and could also evolve to accommodate changing land use demands over time.
- **Block 103** – There is a small-scale apartment building and an office building that front D Street and frame the streetscape. Two small surface parking lots are located behind the buildings.

1. The Dark Horse coffee shop on F Street in Downtown Anchorage is a local adaptive reuse example. | 2. View of the parking lot currently in place in front of the Alaska Oil & Gas Building - the space has the potential to support new commercial buildings along 7th Avenue. | 3. Example of small-scale retail buildings in Spokane, Washington that could be constructed atop existing parking lots in the Focus Area. | 4. The former Nordstrom building could be adaptively reused for new tenants - adding windows to the facades would improve appearance and functionality for new uses. |



Commercial Services

The D Street District is envisioned to revitalize into a distinct Downtown neighborhood while complementing surrounding land uses and destinations. The area is expected to grow with new residents, businesses, and visitors. As the area revitalizes into a new mixed-use district, there is opportunity to plan for commercial services such as restaurants, shops, personal services, and fresh food markets. Commercial amenities would serve the current and future populations, complement the 5th Avenue Mall, and enliven area streets with consumer activity. Downtown neighborhoods become alive when they contain commercial services that are unique to the area and provide gathering spaces for residents and visitors.

Commercial Planning Considerations – As the area evolves, there is opportunity to plan for commercial services to achieve a holistic urban neighborhood. The Vision Plan assumes that commercial services would be a part of the future land use mix; most commercial tenant spaces would occur on the ground-level of new and existing buildings.

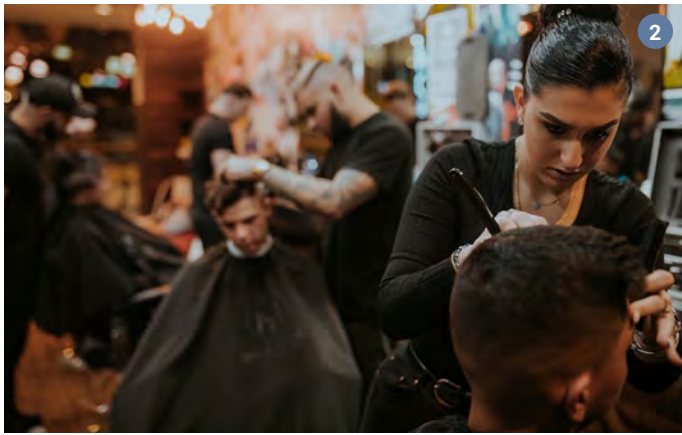
- **Ground Floor Active Tenant Spaces** – Most of the commercial services could be accommodated on the ground levels of new multi-level, mixed-use projects and within existing shop space (albeit there are few present today).
- **Commercial Corridors** – In planning for district vitality, it would be important to prioritize commercial tenant spaces along the primary corridors, namely 6th Avenue, D street, and E Street, to achieve a critical mass of businesses. For example, 6th Avenue and D Street could act as an extension to the 5th Avenue Mall to become a significant retail/restaurant node for

1. Example of a neighborhood restaurant with street dining (Source: louis-hansel | unsplash.com). | 2. Example of a salon that provides personal services to residents/visitors (Source: hair-spies | unsplash.com). | 3. Example of a cafe serving as neighborhood gathering space (Source: toa-heftiba | unsplash.com). | 4. Ground level, covered restaurant space. | 5. Example of a neighborhood butcher in Vancouver, B.C. | 6. Example of a neighborhood market in Vancouver. | 7, 8, & 9: Examples of ground level retail as part of new residential infill projects (in Downtown Vancouver, B.C., Seattle's Ballard Neighborhood, and Tacoma's Procter District.)

Downtown. The 7th Avenue corridor connects into the Dena'ina Civic and Convention Center (to the west), and the Anchorage Museum (to the east); a collection of commercial enterprises would unite these major Downtown destinations and could capitalize on the pedestrian activity. E Street is a major gateway into the Downtown Core that passes by the 5th Avenue Mall and Town Square Park (each create activity). There is opportunity to introduce commercial services within this corridor.

- **Potential Commercial Tenants** – Urban environments can benefit from specific commercial tenants. For residents, there is a need for fresh food, personal services (e.g., salons/barbers), health clubs, and local eateries. For Downtown workers and visitors, there will be a need for restaurants, specialty shopping, and services (e.g., art, clothing, and banking). These commercial uses could be small in scale (when compared to suburban locations) and might require tenant spaces between 2,000 – 5,000 square-feet in size. At the same time, there will likely be a need for a larger grocer and/or a discount store to serve area residents, workers, and visitors (especially individuals on extended stays); this would necessitate a tenant space of at least 15,000-square-feet. There is opportunity to plan for these potential commercial tenants as infill projects are introduced to the D Street District.





Destination Hotel

Downtown Anchorage and the D Street District could benefit from a new destination hotel on the northern limits of Block 71 (opposite of the 5th Avenue Mall and the Town Square Park). There is the potential to replace the JCPenney parking garage now that a new height standard has been adopted in code for this property. Our Downtown mentions the need for additional hotel rooms and the Plan recommends that the ACDA with its partners, and other developers continue their efforts to site new accommodations throughout Downtown. . The Vision Plan depicts a new 19-level hotel with ground level commercial space, reception area, and restaurant/lounge uses. The hotel could serve as a catalytic project that would influence (or entice) other investment in the vicinity. Furthermore, a new hotel would improve the commercial viability of this area, interconnect other destinations, and help revitalize this important node within the Downtown core.

1 & 2. Perspective renderings of a potential destination hotel on the northern edge of the D Street District. | 3. Example of a multi-level hotel in Denver, Colorado. | 4. Example of a mixed-use project with a hotel anchor in Portland's Slabtown neighborhood. | 5. Hotel room with a city view (Source: olexandr-ignatov | unsplash.com). | 6. Example of a hotel reception/lobby with views to the street (Source: tim-photoguy | unsplash.com). | 7. Example of a hotel restaurant/lounge with views to the outside (Source: louis-hansel | unsplash.com). | 8. A hotel terrace on the upper floors with views to the city. | 9. Example of a hotel reception/vehicle drop-off area - those features could be planned from the alley (Source: ionut-sandu | unsplash.com).





District Parking

The D Street District and the larger Downtown Core are envisioned to grow into strong pedestrian-oriented and transit supportive destinations. The Downtown streets engineering study will soon kick-off to evaluate the existing travel patterns, facility ownership, multi-user street management, and to some degree parking availability. This study is intended to provide recommendations and actions to help make Downtown an accessible and safe place to live, work, and play. Streetscape enhancements, urban-scaled buildings, transit service, and bicycle infrastructure will support this vision. An area-wide parking strategy for Downtown is proposed in Our Downtown as one of the action items to be funded and completed within the next 5 years.

The Vision Plan illustrates a revitalization scenario that prioritizes new development over a wide supply of surface parking lots. In this scenario, parking will be limited in scale and may be just enough to accommodate the tenants, residents, and visitors in the D Street District. Alternative modes of transportation, namely walking, biking, transit, and/or rideshare services are encouraged within the D Street District. However, it is understood the market and the northern climate will drive the demand for parking facilities for residents and businesses. Some of the proposed projects contain parking structures. All of the area streets will include public parking stalls, and some of the smaller surface parking lots are proposed to remain in The D Street District (especially those located behind buildings and devoted to a specific use or building).

Potential Parking Strategies – The Vision Plan shows an urban redevelopment scenario where future parking demand can be accommodated through a variety of strategies (as an alternative to constructing on-site parking at a ratio of one stall per occupant). Notably, parking can be handled at the district-scale where a few parking facilities could accommodate vehicle parking for multiple uses and at different times of the day. Long-term, the ACDA with property owners, developers will define a more refined parking strategy for all of Downtown as noted above in the Our Downtown Plan.

- **New District Parking Garage** – Vision Plan depicts a new five-level, 540-stall parking garage located on 7th Avenue (to replace the current Federal parking lot). The garage is may provide parking capacity for the variety of new uses/tenants in and around the D Street District; the garage will maintain parking for the Federal offices/Courthouse but could be used for other uses during evening hours and weekends. The Vision Plan assumes the ground floor areas facing 7th Avenue would include ~8,000-square-feet of commercial tenant space, and the corner at D Street would include public restroom facilities.
- **Private Garages** – The Vision Plan assumes that private garages will be integrated into all of the future residential and mixed-use buildings (i.e., the Destination Hotel on Block 71, the mixed-use building on Block 102, and the urban residential building on Block 103).
- **Retaining Select Surface Lots** – The Vision Plan shows that some of the smaller scale surface parking lots would remain within the D Street District; those involve situations where the parking lot is small and serve existing tenants/buildings (i.e., parking serving the Evergreen Memorial Chapel on Block 78, the office/commercial buildings on Block 102, and the small-scale office and apartment buildings on Block 103)
- **Street Parking** – The Vision Plan depicts streetscape enhancements for all roadway corridors in the D Street District These streetscape plans include on-street parking stalls on 6th Avenue, 7th Avenue, 8th Avenue, D Street, and E Street. This provides short-term parking capacity. Electric vehicle charging stations could also be an amenity added to the street parking.
- **Downtown Garages** – Downtown has several other parking garage facilities throughout its core. These facilities can also provide capacity benefiting the future uses in the D Street District. Many times, these existing facilities are not fully utilized within a 24-hour period. Furthermore, there are opportunities to provide valet parking services for added convenience. (A formal valet program was proposed in Our Downtown and could be implemented with ACDA or the business owner.

- Transit** – Both Downtown and the D Street District are well served with transit service. There are multiple bus stops within a few blocks of the area boundaries. There are opportunities to expand transit service in and around the D Street District, improve sidewalk connections, improve shelters/lighting, and provide wayfinding signage to promote bus ridership. The Vision Plan depicts streetscape enhancements that provide better pedestrian linkages to transit and major destinations.

1. Example of electric vehicle charging station next to street parking stalls (Source: ernest-ojeh | unsplash.com). | 2. Example of a residential infill project with parking garage located under the structure in Bremerton, Washington. | 3. Perspective rendering of a potential district parking garage for the D Street District (located along 7th Avenue at C Street). | 4. View of the Linn Pacillo public parking garage located along 7th Avenue (just outside the Focus Area); the structure has capacity to serve future uses. | 5. Example of an urban neighborhood with street parking and bicycle rentals. | 6. Street view of Portland's Slabtown neighborhood with street parking and public gathering areas (parking is not the dominate land use).



Enhanced Improvements

Downtown Anchorage and the D Street District are envisioned to grow into a highly walkable environment; great streets are an important component for the community to realize its vision. The Vision Plan depicts streetscape enhancements to each corridor within the D Street District. For most corridors, this includes narrower vehicle travel lanes (for traffic calming), on-street parking, street trees, and wide sidewalks. Our Downtown introduced National Association of City Transportation Officials (NACTO) complete streets guidelines for both major and minor streets for use in Downtown Anchorage. Any street upgrades and improvements will follow the NACTO guidelines in the D Street District.

Planned Streetscape Enhancements – The Vision Plan depicts streetscape improvements for each roadway corridor based on their major or minor street classification, the ideas for the Downtown District Plan, and their future land use patterns. Figures 5.2.2. and 5.2.3 show potential streetscape designs for D Street and 7th Avenue.

- **6th Avenue** – This corridor represents a major Downtown thoroughfare and of great significance in terms of access and its collection to community destinations. The Vision Plan shows 15-ft wide sidewalks, street parking, and landscaping enhancements (via tree wells) on the south side of the right-of-way to create a stronger pedestrian environment. Curb extensions/bulb-outs, decorative paving, and new crosswalks are planned at the D Street intersection linking individuals between the 5th Avenue Mall and the future uses in the D Street District.
- **7th and 8th Avenues** – These corridors will continue to serve as neighborhood local streets with lower traffic volumes while providing links to other Downtown destinations. The planned streetscape improvements are similar on both corridors including 11-ft wide sidewalks with tree wells, curb extensions and decorative paving at intersections, street parking, and narrowed travel lanes. Mid-block crossings with planters are planned on each block. Features in this area could include signage along the roadway

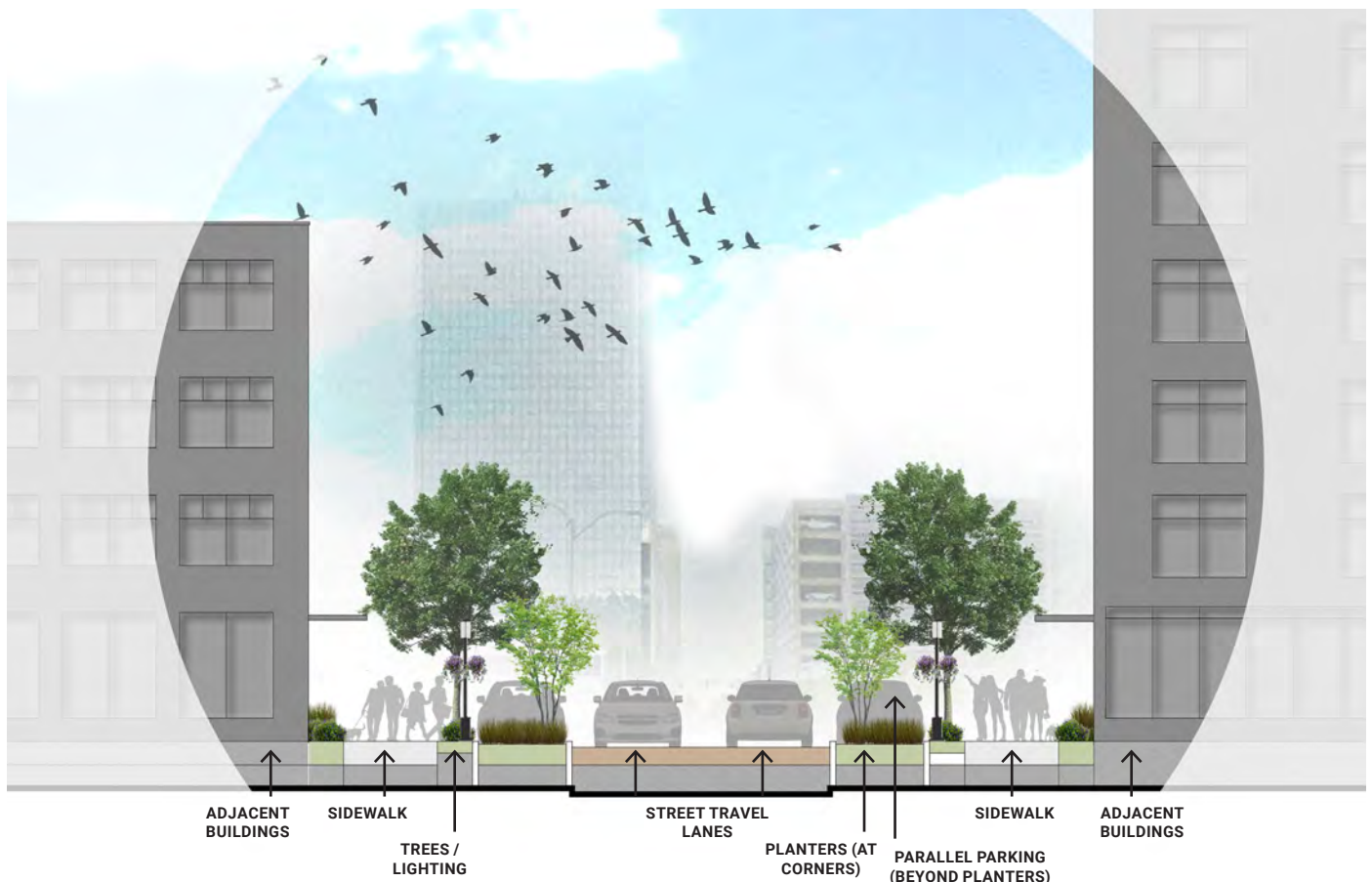


Figure 5.3.1. 7th Avenue Conceptual Streetscape Plan

to welcome visitors into the area. 8th Avenue is planned to include bicycle “sharrows” on the pavement to formally recognize this corridor as a local bicycle route.

- **9th Avenue** – Ninth Avenue is a major thoroughfare that passes along the southern limits of the D Street District and the Delaney Park Strip. The Vision Plan proposes sidewalk extensions and new street trees along the north side of the right-of-way and a new pedestrian crosswalk with decorative paving at D Street. This will enhance the areas around the Park and promote pedestrian safety/activity along the corridor.
- **C Street** – C Street serves as another major thoroughfare through the Downtown Core; it’s configured as a three-lane, south bound/one-way roadway. The Vision Plan depicts sidewalk improvements on the west side of the right-of-way including regularly spaced street trees. At 7th Avenue, new/enhanced crosswalks are proposed to provide better pedestrian linkages to the Federal offices and the Anchorage Museum to the east. Long-term, the MOA may explore opportunities to introduce bicycle lanes to C Street.

1. Example of a streetscape design in a mixed-use infill project in University Place, Washington - the space includes hardscape areas, landscaping, and decorative lighting. | 2. View of the current 7th Avenue streetscape at C Street (Source: Google Streetview). | 3. Example of curb extensions/bulb-outs at intersections in Downtown Bellingham, Washington. | 4. Example of a mid-block crossing in a mixed-use district. | 5. Enhanced street in Spokane’s Kendall Yards redevelopment project - the street is lined with specialty retail and art is provided throughout the corridor.



- D Street** – D Street Street represents the main north-south roadway spine that passes through the D Street District; connecting the 5th Avenue Mall and the Park Strip/Delaney Park. The Vision Plan proposes a complete transformation of this vital corridor into a convertible “Festival Street” configuration. The future street could be closed periodically to motorized vehicles to host events and community gatherings (e.g., street festivals, cultural events, etc.). The travel lanes/parking areas would be decorative pavers (or stamped concrete) to introduce texture and to differentiate the corridor from other through streets.

Angled parking is proposed on the east side of the right-of-way to increase capacity and allow for easier maneuvering. Eleven-foot-wide sidewalks and street trees are planned on the east side of the right-of-way. Sixteen-foot-wide sidewalks are proposed along the west side of the right-of-way and a new pedestrian shelter is planned along the full length of the corridor (matching the scale and style of similar features on F Street) – the west side of the corridor is normally heavily shaded producing icy conditions in the winter months; the shelter will create a safer and comfortable walking environment. In the summer months, the shelters can serve as covered vendor spaces for periodic events/festivals. A descriptive arch over D Street is proposed to indicate to the traveling public they have arrived at a special place.



1. Example of a gateway feature in Downtown El Paso, Texas. | 2. Example of a Festival Street - closed street allows for public gatherings. | 3. Example of street with angled parking on one side and parallel on the other. | 4. View of the current D Street corridor looking north (Source: Google Streetview). | 5 & 6. Examples of Festival Streets in Spokane and Montreal. | 7. Example of a pedestrian shelter over sidewalks. | 8. Existing shelter along F Street in Anchorage (Source: Google Streetview).



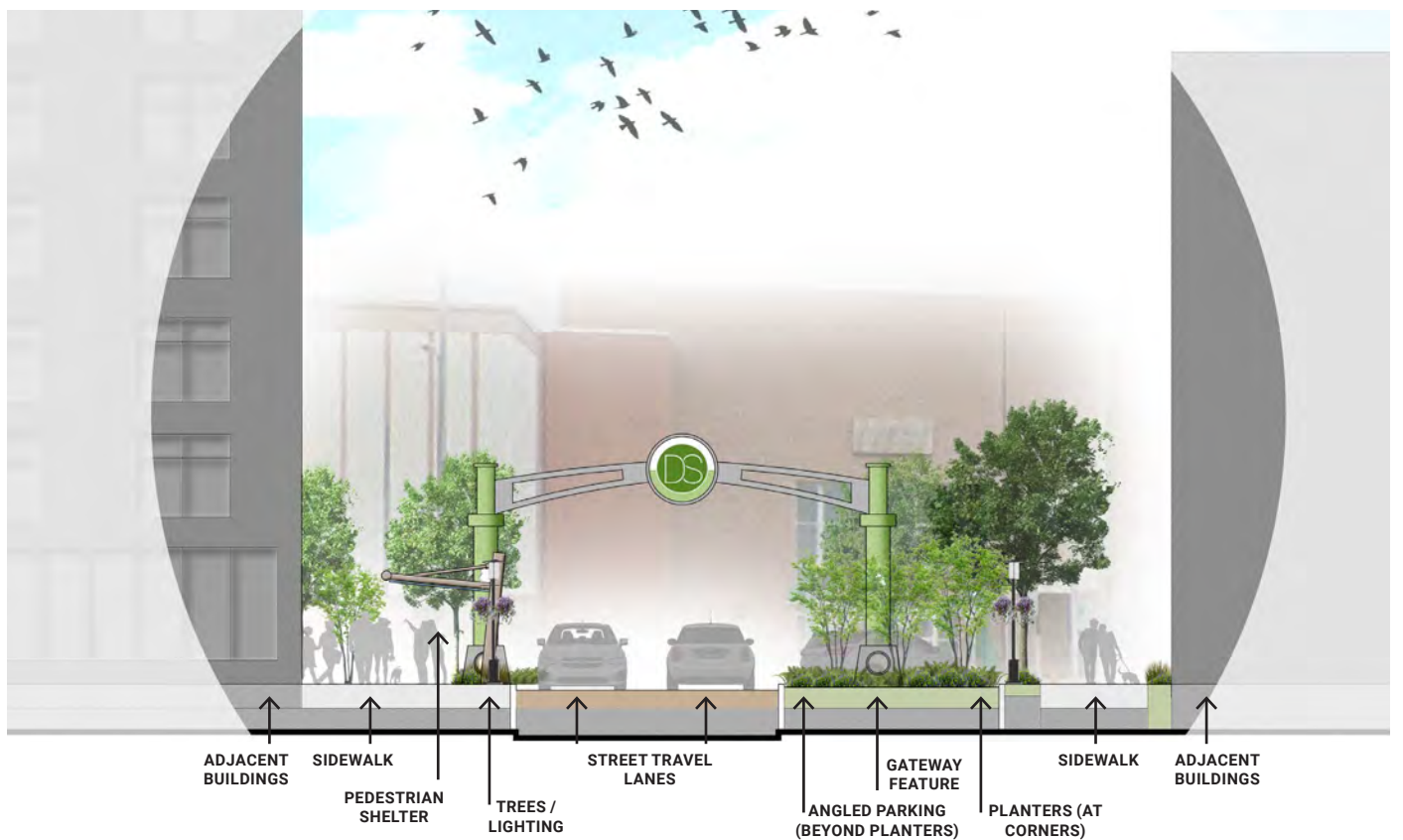
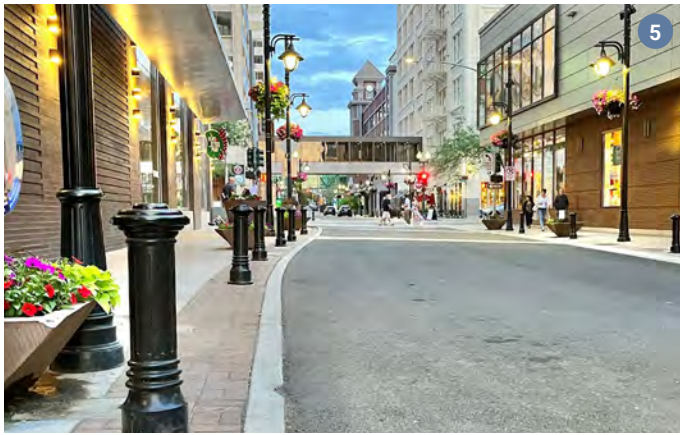


Figure 5.3.2. D Street Conceptual Streetscape Plan

Amenities

Like all neighborhoods, individuals can benefit from quality, close-by amenities that provide places for people to gather and enjoy outdoor environments. This may come in the form of public parks, plazas, private terraces or balconies, and even a place to exercise pets. Through the AWP process, several amenities were identified for the D Street District.

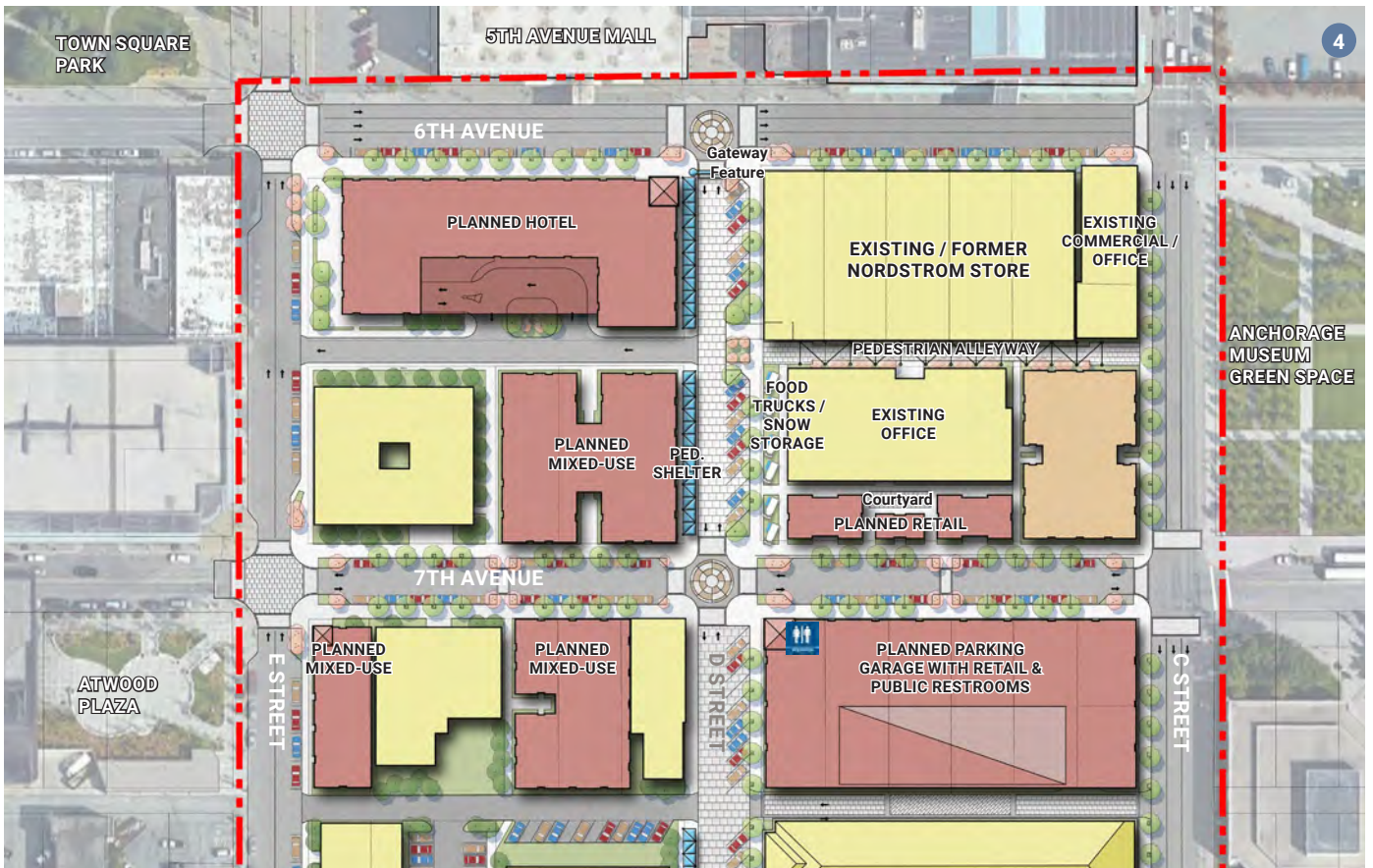
Potential Amenities – The Vision Plan includes several planned amenities that are believed to entice private investment, attract and retain residents, and complement other uses in Downtown.

- **Pedestrian Alleyway** – The Vision Plan depicts the alley on Block 72 (behind the former Nordstrom building) to be transformed into a pedestrian alleyway closed to motor vehicles. The pavement will be decorative pavers (or stamped/textured concrete), string lights will be draped over the space, and art/landscaping will enliven this new amenity. Long-term, adjacent buildings could be adaptively reused to include new entrances and shop space along this new amenity and pedestrian corridor creating more district vibrancy and commercial activity.
- **Food Truck Court** – The Vision Plan includes a small food truck court at the southwest corner of Block 72 (on the west end of the Alaska Oil & Gas Conservation Building and just south of the planned Pedestrian Alleyway). During the spring and summer months, this space could be programmed for events and support mobile vendors. During the winter months, the space could be used for snow storage (or even support snow/ice sculptures).
- **Park Connections** – Currently there are four public open space areas that abut the D Street District boundaries. The Vision Plan proposes redesigned pedestrian crossings to provide more convenient, direct, and safe access to the Park Strip (to the south), Atwood Plaza (across E Street to the west), Town Square Park (to the northwest), and the green space in front of the Anchorage Museum (to the east).

- **Private Terraces and Courtyards** – Private outdoor open spaces are sought-after amenities for potential tenants. For the Vision Plan, virtually all of the proposed buildings include entry courtyards, patio spaces, common terraces, or balconies.
- **Civic Uses** – Though not specifically depicted (or labeled) on the Vision Plan, there is opportunity to introduce civic uses into the D Street District. This could include museums, schools, community centers, indoor recreation, and enrichment programs. These uses could become anchor tenants for individual buildings or serve as catalytic uses to revive unused buildings (i.e., the former Nordstrom store).



1. Example of a cafe on a pedestrian alleyway (Source: joseph-pearson | unsplash.com). 2. Example of an alley converted for community gathering space (Source: anthony-garcia | unsplash.com). | 3. Perspective rendering of the D Street District and the planned pedestrian alleyway & food truck courtyard identified. | 4. Excerpt from the Vision Plan depicting open space amenities and surrounding amenities. | 5-8. Examples of alley passageways with decorative hardscape and adjacent businesses in Washington D.C., Spokane, Portland, and Bellingham, Washington.





1. Image of Anchorage's snow sculptures; the event embraces the winter season. | 2. Existing parking lot along D Street in front of the Alaska Oil and Gas building - the space could be converted to a food truck court and/or plaza space. | 3 & 4. Examples of food trucks and mobile vendors (Source: sohaim-siddique | unsplash.com). | 5. Example of public plaza with dining in Bellingham, Washington. | 6. View of the Park Strip / Delaney Park located along 9th Avenue just outside the Focus Area. | 7. View of the green space in front of the Anchorage Museum just east of the Focus Area. | 8. Examples of enhanced crosswalks across from public open space to allow residents safe and convenient access to a neighborhood amenity.



Chapter 6

IMPLEMENTATION STRATEGIES FOR REVITALIZATION



Section 6.1: Implementation Overview

In supporting their vision and the planning ideas depicted on the Vision Plan, the MOA, ACDA, and local stakeholders want to foster reinvestment, revitalization, and enhancements in the D Street District. Additionally, revitalization in this strategic geographic area will also advance the goals from “Our Downtown: Anchorage Downtown District Plan” as noted previously throughout this document. Implementation is key to move an area from a Vision to reality. The D Street District has astounding redevelopment, and adaptive reuse potential; whereas an action-oriented implementation plan is vital for the community to realize the vision. This Chapter provides a multi-faceted approach for implementation and specifically includes the following element.

District Framework Plan - The Project Team created a District Framework Plan (DFP) that graphically illustrates the planned physical improvements and district designations for the D Street District; the DFP is intended to breakdown the individual components from the Vision Plan for implementation purposes. The DFP includes the associated planning initiatives list (or Key) for reference purposes.

Community Revitalization Strategies – The Project Team compiled five Community Revitalization Strategies that aim to address various aspects of redevelopment, placemaking, mobility, and community stewardship. The following Community Revitalization Strategies are designed to implement the District Framework Plan and support revitalization (the sections herein provide additional detail contained in each strategy:

- *Strategy 1 – Fill Our Downtown*
- *Strategy 2 – Building Adaptive Reuse*
- *Strategy 3 – Enhanced Public Spaces*
- *Strategy 4 – Utilities & Supportive Public Services*
- *Strategy 5 – District Branding & Marketing*

Action Plan Matrix – The Project Team created an Action Plan Matrix that lists future projects and initiatives that the MOA, ACDA, and their stakeholder partners can complete with the goal to lay the foundation for revitalization in the D Street District. This matrix can help guide staff work plans, local budget allocations, and grant pursuits over the next few years – these actions will advance the planning ideas from the Vision Plan.

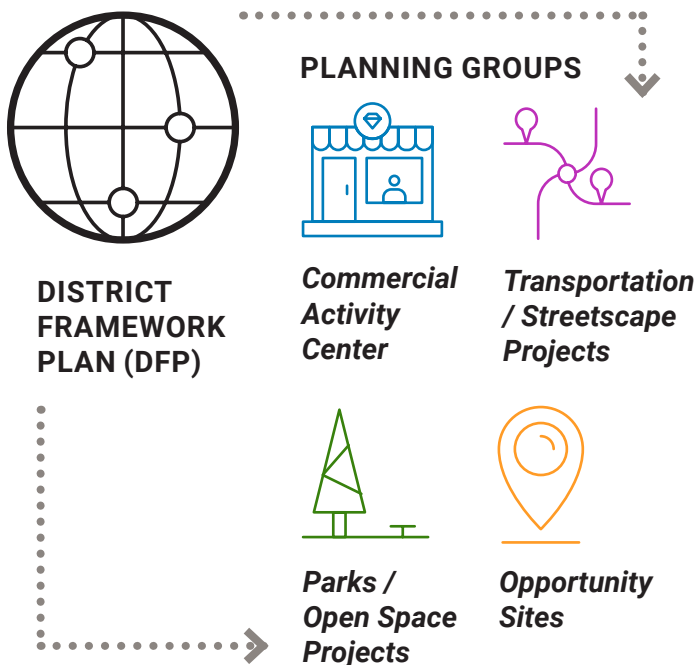
Section 6.2: District Framework Plan and Planning Initiatives List

Revitalization is dependent on an attractive, desirable, and functional physical environment where the various urban elements work holistically while allowing for creativity and capitalizing on existing Downtown assets. The District Framework Plan (DFP) and its associated Planning Initiatives List identify near- and long- term projects/designations for the D Street District to improve aesthetics, functionality, and investment opportunities in the area. These include identifying/ promoting “opportunity sites” (for future infill projects), supporting adaptive reuse activities (in existing buildings), and improving the public realm and area streets. The overarching idea of the DFP and its associated planning initiatives list is to identify several community enhancements that will enliven the D Street District, attract investment, and place brownfield sites and underutilized properties back into productive use.

District Framework Plan (DFP)

The DFP visually describes the future corridor and neighborhood enhancement initiatives on a diagrammatic map so the MOA/ACDA and local stakeholders can effectively plan for their future. The DFP includes the following main planning groups.

- **Commercial Activity Center** – Designate properties and corridors that should be prioritized for future commercial services so that the D Street District is well-served, and the district evolves with a critical mass of retail, restaurants, and personal services.
- **Transportation / Streetscape Projects** – Designate and plan for streetscape improvements consistent with NACTO guidelines from Our Downtown with quality sidewalks, landscaping, furniture, and traffic calming elements. Integrate universal design principles to improve access for multi-generations and individuals with limited mobility (e.g., ADA design standards).
- **Parks / Open Space Projects** – Identify and plan for new public elements throughout the D Street District. Improve access to existing parks and open space areas in and around the Downtown Core. Plan for Fall/Winter, and Summer/Spring gathering areas.
- **Opportunity Sites** – Identify and promote Opportunity Sites within the D Street District that would be most conducive for near- and long-term urban infill projects; prioritize properties that are undeveloped and/or currently support surface parking lots. Identify the land use goals for each site.



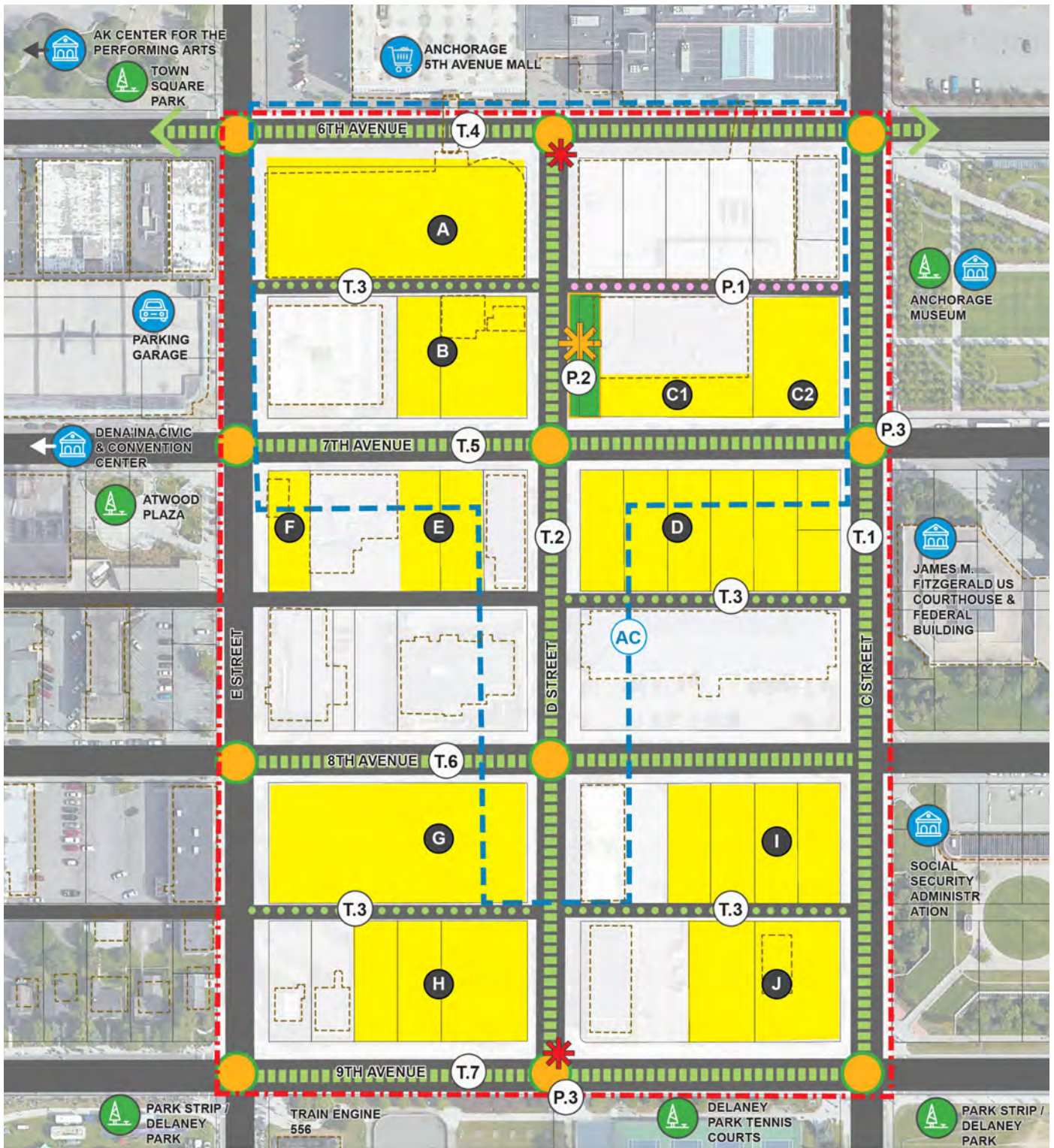


Figure 6.2.1. D Street District Framework Plan (DFP)

Table 6.2.a. Planning Initiatives List

<i>DFP Label</i>	<i>Planning Initiative</i>	<i>Description</i>
Commercial Activity Area		
AC	Commercial Activity Center	<ul style="list-style-type: none"> • Prioritize new commercial services along primary corridors in the D Street District. • Support adaptive reuse activities and facade enhancement projects in the Activity Center. • Recruit (and retain) specialty retail, restaurants, and personal service tenants to the Activity Center. • Prioritize streetscape and placemaking efforts in the Activity Center.
Transportation / Streetscape Projects		
T.1	C Street	<ul style="list-style-type: none"> • Widen the sidewalk (on the west side of the right-of-way). • Add regularly spaced tree wells and landscaping along the curb. • Add wayfinding signage depicting Downtown destinations.
T.2	D Street	<ul style="list-style-type: none"> • Transform the corridor into a “Festival Street”. • Improve intersections at 6th Avenue, 7th Avenue, 8th Avenue, and 9th Avenue with curb extensions, crosswalks, and decorative pavement. • Resurface the travel lanes with pavers and/or decorative pavement. • Add angled parking stalls to the east side of the right-of-way. • Widen sidewalks (16-ft on the west side and 11-ft on the east side) • Construct a pedestrian shelter on the west side of the corridor. • Add regularly spaced tree wells and landscaping along the curb. • Add benches and seating areas within the corridor. • Add gateway features/signage to each end of the corridor on D Street.
T.3	Alley Improvements	<ul style="list-style-type: none"> • Improve alley pavement (to serve infill projects). • Add lighting and safety elements.
T.4	6th Avenue	<ul style="list-style-type: none"> • Improve the intersection at D Street with crosswalks and decorative pavement. • Widen sidewalks (on the south side of the right-of-way). • Add regularly spaced tree wells and landscaping along the curb. • Add benches and seating areas within the corridor.
T.5	7th Avenue	<ul style="list-style-type: none"> • Improve intersections at C Street and D Street with crosswalks and decorative pavement. • Narrow travel lanes (for traffic calming). • Retain parallel street parking stalls on both sides of the street. • Widen sidewalks (as feasible). • Add regularly spaced tree wells and landscaping along the curb. • Add benches and seating areas within the corridor. • Add mid-block pedestrian crossings with landscaped planters.

Table 6.2.a. Planning Initiatives List

<i>DFP Label</i>	<i>Planning Initiative</i>	<i>Description</i>
T.6	8th Avenue	<ul style="list-style-type: none"> • Improve intersections at C Street and D Street with crosswalks and decorative pavement. • Narrow travel lanes (for traffic calming). • Retain parallel street parking stalls on both sides of street. • Widen sidewalks (as feasible). • Add regularly spaced tree wells and landscaping along the curb. • Add benches and seating areas within the corridor. • Add mid-block pedestrian crossings with landscaped planters.
T.7	9th Avenue	<ul style="list-style-type: none"> • Improve intersections at C Street and D Street with crosswalks and decorative pavement. • Widen the sidewalk (on the north side of the right-of-way). • Add regularly spaced tree wells and landscaping along the curb. • Add wayfinding signage depicting Downtown destinations.
Parks / Open Space Projects		
P.1	Pedestrian Alleyway	<ul style="list-style-type: none"> • Convert the alley (south of 6th Avenue and between C/D Streets) into a pedestrian alleyway/ passageway. • Replace asphalt with decorative paving. • Add ambient lighting and string lights over the space. • Incorporate art installations and murals along the alley. • Partner with adjacent property owners to add doors and windows to the facades facing the planned alleyway.
P.2	Food Truck Court	<ul style="list-style-type: none"> • Convert the surface parking along D Street at 7th Avenue into a Food Truck Court. • Add hardscape and lawn elements. • Utilize the space for snow storage and/or festivities during Winter months. • Partner with the property owners to redevelop the space and provide public access.
P.3	Park Access Improvements	<ul style="list-style-type: none"> • Improve crosswalks and apply universal design elements to the intersections leading to area parks. • Install wayfinding signage throughout the D Street District to direct individuals to parks and open space amenities.
Opportunity Sites		
A-J	Opportunity Sites (OS)	<ul style="list-style-type: none"> • Prioritize developer recruitment activities to the designated Opportunity Sites for new infill and redevelopment projects. • Partner with property owners (of the designated Opportunity Sites) to proactively market the sites. • Define the ideal land use and development programming for each Opportunity Site (using the Vision Plan and the DFP as the guide). • Conduct environmental site assignments and other studies to define property conditions and potential cleanup/abatement needs.

Section 6.3: Strategy 1 – Fill Our Downtown

Vibrant city neighborhoods include a variety of land uses, housing, and a continuous collection of buildings/storefronts. The first strategy aims to designate sites for new development and redevelopment projects in the D Street District. These projects will provide much needed community-serving uses such as retail, restaurants, housing, and employment. These projects would also strengthen Downtown’s built form by replacing many of the area’s surface parking lots with permanent, urban-scaled buildings. As redevelopment occurs, Anchorage will become a stronger pedestrian environment, increase its residential capacity, and achieve a much more vibrant community destination. It will be important to conduct environmental site assessments and other studies to identify potential hazards and devise cleanup plans prior to site redevelopment (to expedite development opportunities).

Strategic Actions

- **Action 1.A: Opportunity Site Designation –** Using the DFP as the guide, formally designate undeveloped and available properties as “Opportunity Sites” aimed to support new development and redevelopment projects.
- **Action 1.B: Project Programming –** Define the desired programming for each of the designated Opportunity Sites in terms of building scale, appearance, amenities, and tenant focus.
- **Action 1.C: Commercial Tenant Spaces –** Promote the creation of ground level commercial tenant spaces for the new development and redevelopment projects within the designated Commercial Activity Center (pursuant to the DFP). Alternatively, create live/work housing units in those areas.
- **Action 1.D Housing Diversity –** Create new diverse housing options throughout the D Street District in terms of unit sizes and price points. Promote the creation of multi-bedroom units to accommodate families and larger households. Provide housing for all income levels.
- **Action 1.E: Interim Uses –** Define and implement interim uses on Opportunity Sites to activate the spaces and to generate income in the time before they are redeveloped with new, permanent structures. Focus on art, mobile food vendors, and recreation.
- **Action 1.F: Environmental Site Assessments and Remediation –** Prioritize environmental studies on the designated Opportunity Sites. Provide financial assistance via grant and loan funding for environmental studies and as applicable cleanup/abatement activities that address site contaminants, pollutants, and/or hazardous building materials.



1. A mixed-use infill project in Olympia, Washington. | 2. Example of an infill project with ground floor retail space. | 3. Example of an urban housing project with patio spaces in Uptown Minneapolis.

Opportunity Sites

Through the AWP process, the Project Team identified 11 Opportunity Sites that would be most conducive for new development or redevelopment projects. The goal would be to promote new construction on undeveloped property (e.g., atop surface parking lots) to create new community-serving uses including housing, commercial services, and employment. These Opportunity Sites are depicted on the DFP and coincide with the priority conditions identified in the property inventory for the D Street District (refer to Chapter 3 for the inventory findings).

Opportunity sites are designated to help the MOA, ACDA, and their stakeholders focus their efforts on proactively working with property owners and developers to initiate redevelopment projects. The Vision Plan (in Chapter 4) depicts the potential redevelopment scenario for each site – this can be used to show development potential and to market the sites to potential developer entities. The underlying zoning will dictate the resulting development scale and land use mix. Table 5.6.a lists the Opportunity Sites including information on their location, size, zoning, and development status. The DFP designates these sites in yellow. Targeted developer recruitment and economic development efforts on these sites is the goal.

Site Label	Inventory Map ID(s)	Parcel Identification Number(s) (PINs)	Size (acres)¹	Zoning	Developed³ (Yes, No, or Partial)
A	1	00211257000	0.96	B2A	Yes
B	10, 11	00211255000, 00211272000	0.48	B2B	Partial
C1 ²	12 ²	00211252000	0.64	B2B	Yes
C2	13	00211251000	0.32	B2B	No
D	18, 19, 20, 21, 22, 23, 24	00211244000, 00211245000, 00211246000, 00211247000, 00211248000, 00211250000, 00211249000	0.96	B2B	No
E ²	15 ² , 16	00211241000, 00211242000	0.64	B2B	Partial
F	14	00211240000	0.16	B2B	Partial
G	30	00211268000	0.96	B2C	No
H	39, 40, 41	00211210000, 00211209000, 00211208000	0.64	B2C	No
I	33, 34, 35, 36	00211220000, 00211221000, 00211222000, 00211223000	0.64	B2C	No
J	43, 44	00211265000, 00211271000	0.56	B2C	Partial

Notes:

1. Size based on tax assessor data.
2. Portions of the site is targeted for potential redevelopment/infill development (e.g., upon surface parking lots).
3. For this table "developed" means the property has a permanent habitable structure; "partial" means that there is a habitable structure but other portions of the property is undeveloped (and/or contains a surface parking lot that could support future development).

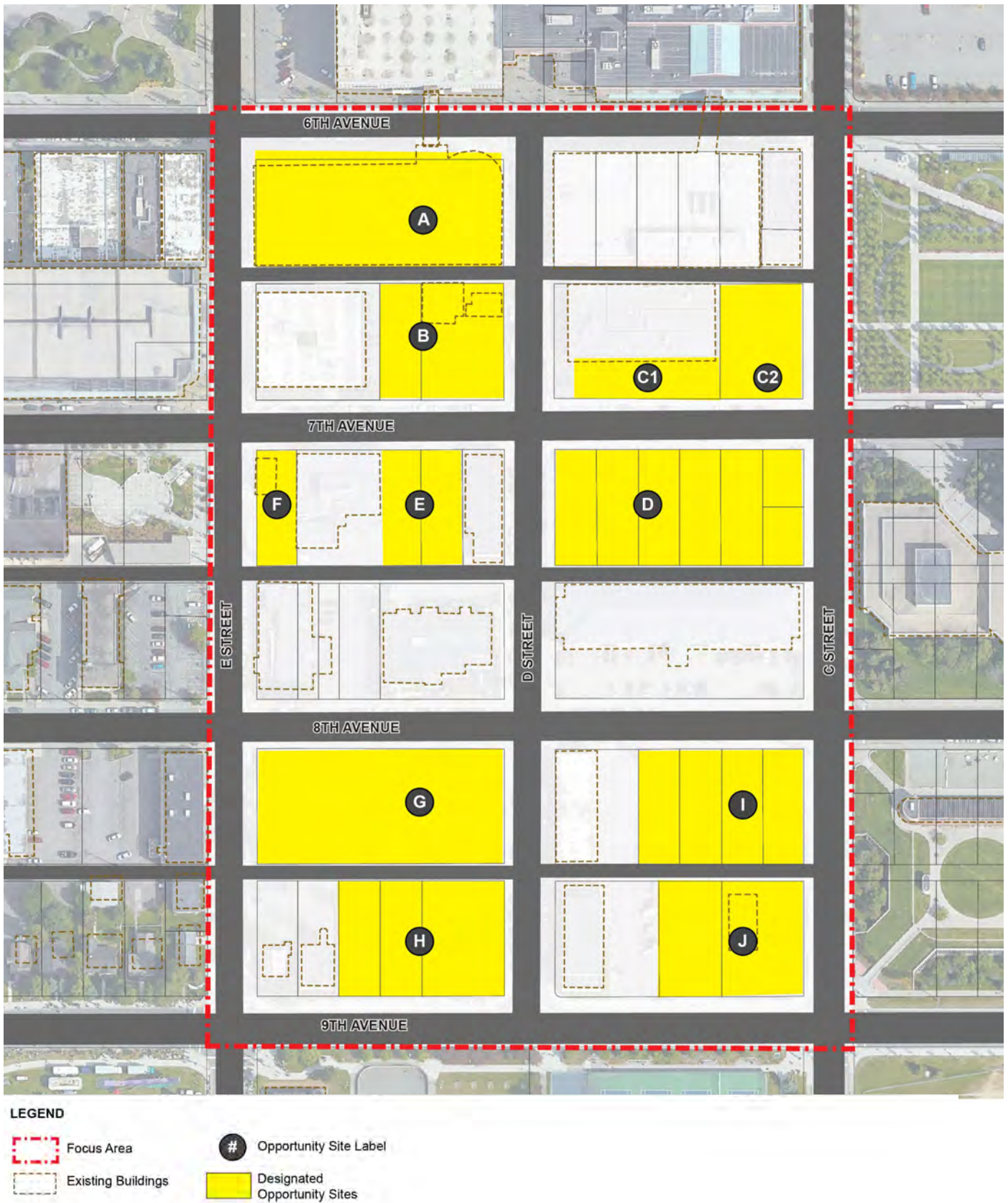


Figure 6.3.1. Opportunity Sites Map

Interim Uses

There are several properties throughout the D Street District that could support temporary or interim uses to activate these sites in the near-term. In some situations, interim uses could include food truck courts, open air markets, or periodic event spaces to provide economic opportunity to small businesses, vendors, and even the property owners. Interim uses could also include passive gathering spaces, gardens, and art installations. ADP and ACDA may work with property owners and community organizations to introduce interim uses to the D Street District. MOA departments could help in these efforts by identifying ways to streamline the permitting process for temporary activities, or by providing temporary structures, signage, and other event materials.

1. Example of art/mural as a district attractor. | 2. Art galleries could be an interim use to reoccupy storefronts (Source: fifi-fauziyah | unsplash.com) | 3. Example of education-themed art installation. | 4. Example of a pop-up community event on a parking lot in Tacoma's 6th Avenue Art District. | 5 & 6. Examples of lots converted for interim mobile food vendors. | 7. Example of temporary game installation in Boston.



Section 6.4: Strategy 2 – Building Adaptive Reuse

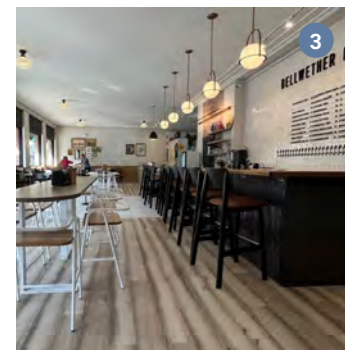
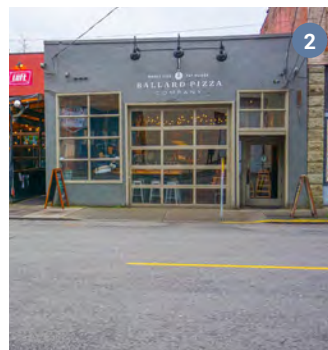
Downtown districts are unique in their collection of legacy buildings that house long-time businesses and residents, possess historical elements, and/or provide potentially lower-cost tenant spaces. The second strategy aims to retain and/or adaptively reuse many of the existing structures throughout the D Street District. This strategy helps avoid potential tenant displacement as the area improves over time as it becomes increasingly desirable. Many of the existing buildings represent substantial real estate assets and there is economic value to preserving these structures. Over time, buildings can be adaptively reused to support new uses and to respond to modern day tenant needs. There are opportunities to address deferred maintenance, improve facades, and enhance building functionality so these assets remain viable and attractive to tenants. Many times, older buildings may contain hazardous materials such as asbestos and lead-based paint; elements that must be addressed (or remediated) as the structures are improved/renovated. Environmental assessments and regulated building material surveys should be prioritized to support adaptive reuse activities.

1. Downtown Spokane adaptive reuse project - exterior doors were added to connect the space to the outdoors. | 2. Example for a former auto shop converted to a restaurant. | 3. Example of a legacy storefront in Spokane's Hillyard District converted to a brewery/coffeeshop.



Strategic Actions

- **Action 2.A: Building Preservation Priority** – Using the Vision Plan as the guide, identify existing structures that would be ideal for adaptive reuse activities. Work with property owners to develop renovation plans for those buildings to make them economically viable for a variety of users.
- **Action 2.B: Reactivate Tenant Spaces** – Continue to inventory and identify existing buildings that are vacant or not fully leased. Define needed improvements that would entice new tenants. Adopt programs and provide technical assistance to improve those buildings.
- **Action 2.C: Modernize Buildings** – Work with property owners to identify building enhancements that result in modern tenant spaces and safe living conditions focusing on improving electrical, plumbing, fire suppression, and energy efficiency. Provide incentive programs and financial resources that support modernization improvements.
- **Action 2.D: Environmental Site Assessments and Regulated Building Materials Survey** – Continue to prioritize and support assessment (via a regulated building material survey) of the existing buildings within the D Street District to identify potentially hazardous building materials that may impeded or inhibit adaptive reuse(s). Provide financial assistance via grant and loan funding for assessment and abatement services.

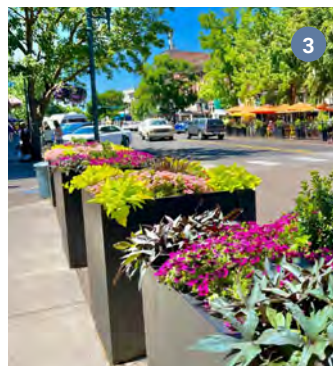
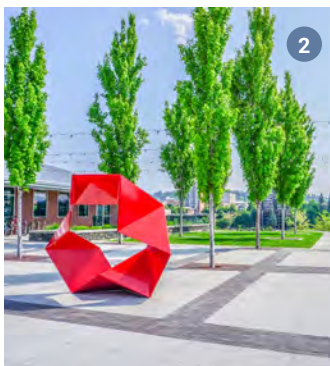


Section 6.5: Strategy 3 – Enhanced Public Spaces

The D Street District will thrive with physical environments that are attractive, functional, and captivating. The third strategy aims to enhance public spaces within the D Street District to achieve a distinctive, Downtown destination and to enhance the appearance and functioning of the district’s streets, alleys, and corridors. The D Street District will evolve into a strong pedestrian environment. Area streets may be reconstructed with wider sidewalks, trees, and art. Crossings will be designated with markings, paving detail, and signage; mid-block crossing may be added at prime locations to encourage pedestrian activity. Wayfinding signage would provide directional information for Downtown destinations, transit service, commercial, retail, housing, emergency services, and park amenities. Access improvements would link residents/visitors to public parks and open space areas surrounding the D Street District. D Street will function as the central spine for the district, transforming into a Festival Street as needed to serve as a catalytic centerpiece for district revitalization.

Strategic Actions

- **Action 3.A: Streetscape Enhancements** – Using the DFP and Vision Plan as guides, perform improvements to street, alleys, and corridors within the D Street District. Develop a design scheme and materials list to achieve a holistic district character. Apply ADA standards and universal design principles to all mobility-related enhancement projects. Work with partners to try pilot projects and encourage integration into larger efforts in the area.
- **Action 3.B: D Street Festival Street** – Transform D Street into a convertible Festival Street where segments can be periodically closed to motor vehicles to host events and community gatherings. Construct pedestrian amenities to enliven the space with civic activity.
- **Action 3.C: Wayfinding Signage** – Develop and adopt a comprehensive wayfinding signage program that would be applied throughout the D Street District and expanded through the greater Downtown vicinity.
- **Action 3.D: Open Space Access** – Improve pedestrian and bicyclist access to the public open spaces that surround the D Street District. Prioritize crosswalk, signage, lighting, and signalization improvements between the district and the parks.
- **Action 3.E: Pedestrian Alleyway** – Transform the existing alley south of 6th Avenue (between C and D Streets) into a pedestrian alleyway with decorative pavement, overhead lighting, art, and gathering spaces. Remove any impediments to clear sight lines.



1. Example of an enhanced streetscape in Downtown Spokane’s retail/shopping district. | 2. Example of a public gathering space with art, trees, and decorative hardscape elements. | 3. Example of raised planters with fresh perennials in Downtown Walla Walla, Washington.

Streetscape Improvements

As noted early in the document, MOA LRP will complete the Downtown Streets Engineering Study during 2024-2025. Recommendations and actions from that study may have overlap with the following. The DFP and the Vision Plan define a series of streetscape improvements that are believed to improve area appearance and functionality with a priority on achieving a distinctive pedestrian environment. The MOA will continue to improve area streets as a key strategic action for improving quality of life, enticing private investment/new residents, and achieving a cohesive/functional Downtown core.

Intersections / Crosswalks – Improve intersections with curb extensions/bulb-outs to lessen the crossing distance to pedestrians. Crosswalks should be emphasized with unique paving treatments and materials. Mid-block crossings should be added to the 7th and 8th Street corridors to support pedestrian activity.

Trees and Landscaping – Native trees and climate appropriate landscaping may be introduced to each corridor in the D Street District. Landscaping can be applied to emphasize pedestrian use areas and crossing locations.

Bicycle Facilities/Amenities - Bicycle facilities may be planned and funded to support alternative modes of transportation. “Sharrow” pavement markings should be added to the 7th and 8th Street corridors to emphasize shared travel lanes. Bicycle racks may be provided near building entrances. “Fix-it” stations may be added to each corridor to allow for periodic bike repairs and tire inflation.



1. Example of enhanced crosswalk at intersections with ramps, bollards, and decorative paving treatments in Burien, Washington. | 2. Example of a mid-block pedestrian crossing in Salt Lake City's shopping district. | 3. Example of a bicycle “fix-it” station in Spokane’s Kendall Yards redevelopment project - the feature includes tools and an air pump. | 4. Example of “sharrow” pavement marking to emphasis travel lanes are shared with bicyclists. | 5. Example of a covered/protected bicycle rack in Downtown Tacoma, Washington.



Electric Vehicle Charging – Electric vehicle charging stations are proposed in the D Street District to respond to changes in technology. Concurrent with streetscape projects, new charging stations may be added to select public parking stalls (or prewired to accommodate future infrastructure). Charging stations may be a key economic development strategy as certain motorists seek out geographic locations containing this infrastructure (and patronize area businesses during recharging waits).

D Street Gateway Feature – The DFP and the Vision Plan depict new gateway features at each end of D Street to entice visitors into the D Street District. The gateway features should be iconic in form and attract individuals from the Convention Center and the Anchorage Museum. They would also serve as important landmarks and help brand the D Street District as a distinctive urban neighborhood.

1 & 2. Examples of electric vehicle charging stations installed next to public street parking stalls (Source: rick-govic | unsplash.com). | 3. Downtown entry feature in Downtown Burien, Washington. | 4. Example of a district entry feature in Denver's Five Points / RINO district. | 5 & 6. Other potential entry features that could be introduced to the Focus Area - raised planters and/or sculptural elements.



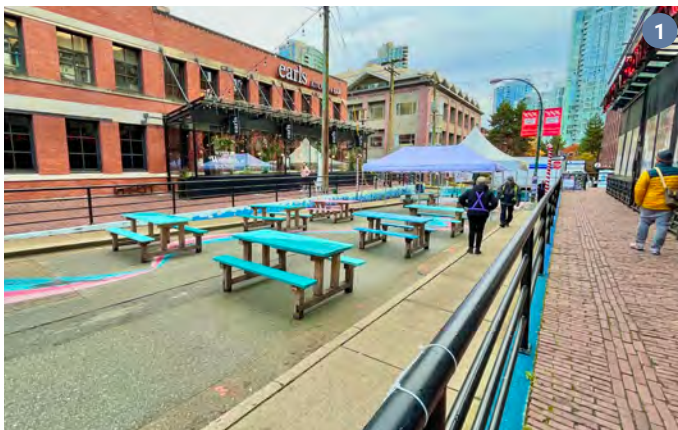
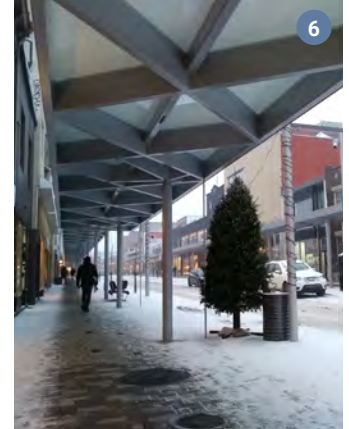
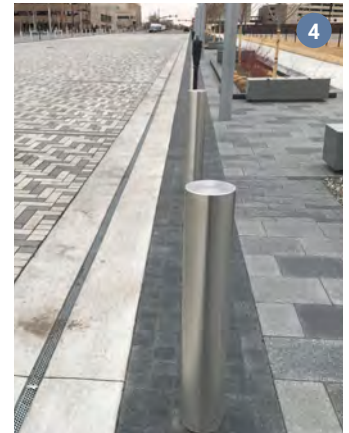
D Street Festival Street

D Street will serve as the central corridor for the D Street District. The corridor is envisioned to be transformed into a strong pedestrian connection between the 5th Avenue Mall and the Delaney Park Strip. The corridor is planned to become a Festival Street, where certain segments can be closed to motor vehicle traffic to host community events and public gatherings. These gatherings will create economic opportunity for area businesses as patrons seek out dining and specialty shopping opportunities during events.

Pavement Materials – Resurfaced travel lanes with decorative pavers or stamped concrete/asphalt will differentiate the space from other corridors. The materials will be conducive for pedestrian activity during times when the corridor is closed to motor vehicle traffic. If practical, the corridor could have a curb-less edge creating a continuous, level surface extending from right-of-way edges.

Pedestrian Shelter – A continuous pedestrian shelter is proposed on the west side of the right-of-way to protect individuals from inclement weather. The shelter is proposed similar to the existing covering located along F Street by City Hall.

1. Example of a downtown street in Vancouver that is closed periodically to host community events. | 2 & 3. Examples of pavers and stamped asphalt within local streets to designate the space as a convertible "Festival Street". | 4. Example of a curb less street edge with bollards in Downtown Colorado Springs. | 5 & 6. Example of a pedestrian shelter along a downtown street - it provides shade in the summer time and snow protection in the winter months. | 7. Shelter feature (with art) attached to building exterior walls in Vancouver's Yaletown District.



Wayfinding Signage

Wayfinding and directional signage are vital to helping visitors navigate Downtown and locating destinations, transit service, and public amenities. To support revitalization, the MOA and ACDA along with its partners should develop and implement a comprehensive wayfinding signage program for the D Street District and extending throughout the downtown area. The signage can follow a consistent brand in terms of fonts, colors, and graphic elements. Signage including both text and icons can serve a variety of users (i.e., recognizable icons accommodate individuals with limited English reading ability).

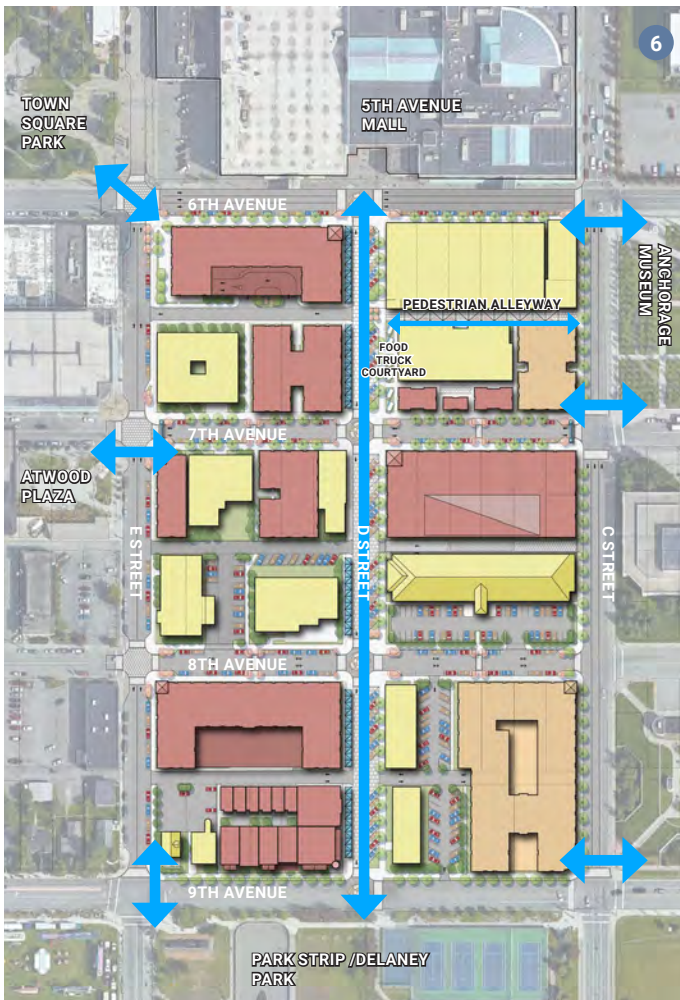
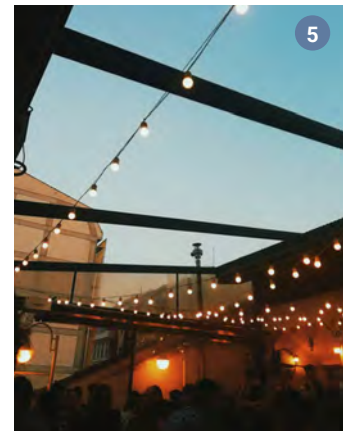
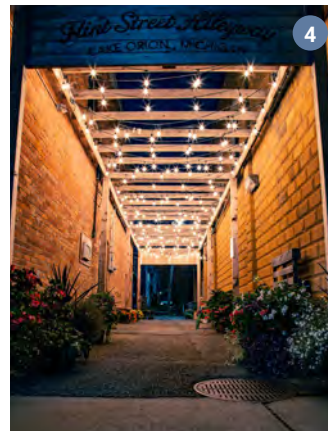
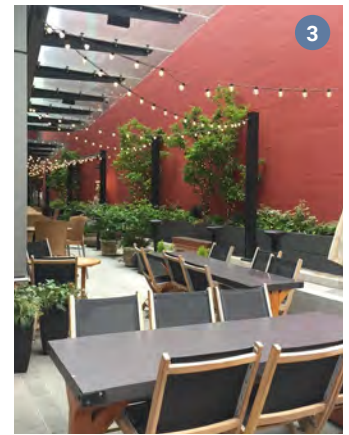


1. Example of a district directory with historical context sign in Downtown Bellingham, Washington. | 2 & 3. Examples of downtown directory signage with maps and local destinations. | 4. Example of a district wayfinding sign with both text and icons to direct visitors to major destinations in Issaquah, Washington. | 5. Example of directional signage in Minneapolis located along a multi-use trail and within a public park. | 6. Example of a wayfinding signage package for Downtown Hyannis, Massachusetts - the package include various signage designs based on user and district location.

Open Space and Access

The Vision Plan and DFP depict a series of proposed access improvements to area parks and public open spaces. New crosswalks are proposed at intersections near these amenities to increase usage. Access improvements near the Anchorage Museum, Town Square Park, Atwood Plaza, and the Delaney Park Strip.

Pedestrian Alleyway – The existing alley south of 6th Avenue (between C and D Streets) is proposed to be transformed into a pedestrian alleyway with decorative pavement, overhead lighting, art, and gathering spaces. This new pedestrian corridor presents the opportunity for another commercial node; new doorways and storefronts could be added to adjacent buildings that face this space. Outdoor seating could be added to this corridor to create an iconic dining destination. Furthermore, the space could be used for events and festival.



1. Example of a pedestrian alley/passageway in Victoria, B.C. - shops and dining venues open to the space. | 2 & 3. Examples of outdoor dining in a pedestrian alleyway in Spokane and Bellevue, Washington. | 4 & 5. Examples of ambient string lights hung across alleyways. (Sources: cosmic-latte & damla-ozkan | unsplash.com). | 6. Map excerpt of the Vision Plan - blue arrows indicate recommended access enhancements to open space areas in the vicinity of the Focus Area.

Section 6.6: Strategy 4 – Utilities and Supportive Public Services

Neighborhoods revitalize and remain resilient when they are well-served with utilities and public services. The fourth strategy aims to identify and provide essential services to the D Street District that benefit existing tenants, new projects, and visitors alike. This is particularly important when community's aim to entice new projects and civic activity to an evolving area of the city. Notably, the D Street District is proposed to receive substantial development activity; utility infrastructure must be in place and provide capacity needed to support those projects (investors may avoid opportunities if there are expensive off-site improvements passed on to their projects). Additionally, areas need to feel safe for individuals to stay in the neighborhood and to entice new businesses. Finally, the area needs to be clean and experience routine maintenance so that businesses can thrive, people will want to live there, and individuals feel compelled to visit the neighborhood. Both the MOA and ACDA should plan for essential services for the area to effectively revitalize. This includes working with ADP to plan for and provide adequate staff and resources to complete actions 4B, 4C, and 4D. These types of services are provided through ADP's Clean Safe Vital Program for downtown.

Strategic Actions

- **Action 4.A: Utilities Assessment** – Perform a detailed utility assessment to identify potential capital investments that would be needed to adequately serve future infill and redevelopment projects. Assess potential utility line relocation process and costs to accommodate projects that span alleys. Incorporate recommendations from the Our Downtown Utility Subcommittee when moving forward with new projects.
- **Action 4.B: Snow Removal/Storage** – Define a comprehensive snow removal strategy including storage locations, maintenance plans, and associated costs. Provide shelters and architectural elements (over sidewalks) that protect individuals from inclement weather.
- **Action 4.C: Safety and Surveillance** – Develop a strategy to provide/enhance public safety and deter crime activity in and around the D Street District. Provide additional policing and law enforcement to area streets.
- **Action 4.D: Maintenance and Cleaning** – Implement a maintenance and cleaning plan for area streets focusing on removing debris/litter, pruning/maintaining landscaping, and addressing pavement wear.

Section 6.7: Strategy 5 – District Branding and Marketing

Successful neighborhoods and revitalization areas have a distinct brand and conduct continuous promotional activities to entice individuals and businesses into the district. The fifth strategy aims to identify the myriad of marketing activities that are critical to promoting the area. First, there is opportunity to change the long-term perceptions of the area by assigning a formal name and articulating a formal district brand – this could include a logo, tagline, and associated graphics. An effective brand tells the outside world what the area has to offer in terms of urban character, lifestyle, and business cluster. Branding is then applied to advertising materials, signage/banners, and other promotional efforts.

Secondly, the MOA, ACDA, and industry partners will use this plan to proactively promote the D Street District to potential businesses, residents, and developer entities). In doing so, there is opportunity to create a recruitment plan listing the targeted audiences, promotional methods, and responsible parties (to lead recruitment efforts). As the D Street District evolves, there may be opportunity to establish a self-governance entity such as a neighborhood association that could work directly with ADP. This will also encourage residents and businesses to become active stewards of the area. Finally, there is opportunity to host regular events and annual traditions to welcome visitors into the area and to increase customer activity for local businesses.

Strategic Actions

- **Action 5.A: District Brand** – Develop a formal name and brand for the D Street District to promote the neighborhood as a distinctive urban destination. Adopt a logo, colors, and tag line that are unique to the area and promoted through marketing, outreach, and placemaking activities.
- **Action 5.B: Business and Developer Recruitment** – Define and implement a robust business and developer recruitment plan aimed to entice private investment and interest to the D Street District. Partner with property owners, community organizations, and real estate entities to implement the recruitment plan. Provide a fiscal analysis of what could potentially be achieved with new investments in the D Street area including employment growth, a housing estimate, and commercial potential. Also work with existing businesses to encourage redevelopment or adaptive reuse of some properties.
- **Action 5.C: Media Promotion** – Utilize social media, news sources, and travel services to promote the D Street District (and its Vision) to visitors, residents, potential businesses, and developer entities. Showcase the potential and goal to create a distinctive urban neighborhood.
- **Action 5.D: Neighborhood Association** – Support the creation of a neighborhood association (or equivalent) for the D Street District with the objective to achieve a self-governance organization tasked with event programming, and area promotion, maintenance, and long-range planning. Establish funding resources and obtain 501.c.3 federal tax status (as applicable). Support the association in developing annual work plans for strategic initiatives and general operation.
- **Action 5.E: Events and Traditions** - Partner with businesses, organizations, and community groups to host community events and traditions throughout the year (build upon the First Friday festivities). Identify locations, venues, and corridors that are conducive for each event. Employ promotional strategies to effectively advertise the events. Coordinate with area businesses so they benefit from the increased customer activities.

Section 6.8: Action Plan Matrix

The Project Team created an Action Plan Matrix with a list of activities which are intended to move the D Street District towards its Vision. Incremental actions and capital investments are believed to position the D Street District for near- and long-term success. The Matrix is organized to follow the overarching implementation strategies followed by corresponding strategic actions (as introduced in the previous sections). For each implementation strategy, the Matrix lists actions, the target timelines, lead entity and partners, resources required, and detail/components. These are high level recommendations to ensure the AWP projects move forward; to be successful, the MOA and ACDA are encouraged to integrate each action into their annual work plans. Some strategic actions may necessitate partnerships with other governmental agencies, community organizations, business enterprises, financial institutions, non-profit housing providers, and property owners – the Matrix will help guide those partnership arrangements.

Table 6.8.a – Action Plan Matrix						
Implementation Strategies and Actions	Short-Term (5 years)	Medium-Term	Long-Term (10+ yrs)	Lead Entity & Partners	Resources Required	Detail / Components
Strategy 1 – Fill Our Downtown						
Action 1.A: Opportunity Site Designation	√			MOA / ACDA Property Owners, Financial Institutions, Real Estate Professionals	Staff Resources	Partner with property owners, real estate professionals, financial institutions, and developers to promote redevelopment on the designated Opportunity Sites.
Action 1.B: Project Programming	√			MOA / ACDA Property Owners Realtors/brokers	Staff Resources	Develop a list of desired land uses and development forms for each of the designated Opportunity Sites.
Action 1.C: Commercial Tenant Spaces	√	√	√	MOA / ACDA Property Owners Realtors/Brokers Developer Entities	Staff Resources	Develop a regulatory framework that requires active ground-floor tenant spaces along the primary corridors in the Focus Area (as depicted/ designated on the DFP).
Action 1.D Housing Diversity	√	√	√	MOA / Housing Authority Developer Entities	Staff Resources	Develop strategies to achieve a variety of housing options in the D Street District – emphasize Downtown’s need for all income level housing units.
Action 1.E: Interim Uses	√	√	√	Property Owners Community Organizations Businesses	Staff Resources & Budget Allocations	Work with property owners and community organizations to implement interim uses on underutilized properties in the D Street District.

Table 6.8.a – Action Plan Matrix

Implementation Strategies and Actions	Short-Term (5 years)	Medium-Term	Long-Term (10+ yrs)	Lead Entity & Partners	Resources Required	Detail / Components
Action 1.F: Environ. Site Assessments and Remediation	✓	✓	✓	MOA, ACDA, Brownfield Coalition, State of Alaska DEC, Property Owners US EPA Realtors/ Brokers Developer Entities	Staff Resources & Grant Resources	Obtain grant resources to fund environmental studies throughout the D Street District to identify potential liabilities and hazardous property conditions..

Strategy 2 – Building Adaptive Reuse

Action 2.A: Building Preservation Priority	✓			MOA / ACDA Property Owners Real Estate Professionals	Staff Resources	Partner with property owners and real estate professionals to identify existing structures that are most conducive for long-term preservation and adaptive reuse activities.
Action 2.B: Reactive Tenant Spaces	✓	✓		MOA / ACDA Property Owners Real Estate Professionals Businesses	Staff Resources	Partner with property owners and real estate professionals to recruit/ maintain tenants to reactivate empty building spaces
Action 2.C: Modernize Buildings	✓	✓		MOA / ACDA Property Owners Real Estate Professionals Developer Entities	Staff Resources ACDA Façade Program Grant Resources	Develop grant resources to assist with building modernization to support tenant recruitment and building viability. Prioritize support for energy efficiency through CPACE or other programs, ADA access, and life/safety improvements.
Action 2.D: Environ. Site Assessments and Regulated Building Materials Survey	✓	✓		MOA / Property Owners / Brownfield Coalition US EPA Realtors/Brokers Developer Entities	Staff Resources & Grant Resources	Obtain grant resources to fund environmental studies and regulated building material surveys to identify potential liability and hazardous building materials

Strategy 3 – Enhanced Public Space

Action 3.A: Streetscape Enhancements	✓	✓		MOA (PM&E) / ACDA / ADP Property Owners Residents Businesses	Staff Resources, Budget Allocations, & Grants	Develop streetscape designs for each roadway corridor in the D Street District. Secure funding for project implementation and perform construction. Work with partners to try pilot projects and encourage integration into larger efforts in the area.
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Table 6.8.a – Action Plan Matrix

<i>Implementation Strategies and Actions</i>	<i>Short-Term (5 years)</i>	<i>Medium-Term</i>	<i>Long-Term (10+ yrs)</i>	<i>Lead Entity & Partners</i>	<i>Resources Required</i>	<i>Detail / Components</i>
Action 3.B: D Street Festival Street	√			MOA (PM&E) / ACDA / ADP Property Owners Residents Businesses	Staff Resources, Budget Allocations, & Grants	Develop a unique streetscape plan for D Street allowing for community events. Secure funding for project implementation and perform construction.
Action 3.C: Wayfinding Signage	√			MOA (PM&E) / ACDA Property Owners Residents Businesses	Staff Resources, Budget Allocations, & Grants	Develop and implement a comprehensive wayfinding program for the D Street District.
Action 3.D: Open Space Access	√			MOA (PM&E and Parks Department) / ACDA Property Owners Residents Businesses	Staff Resources, Budget Allocations, & Grants	Improve access and safety conditions in and around the public parks and open spaces.
Action 3.E: Pedestrian Alleyway		√		MOA (PM&E and Parks Department) / ACDA Property Owners Residents Businesses	Staff Resources, Budget Allocations, & Grants	Devise a plan to transform the alley south of 6th Avenue (between C and D Streets) into a Pedestrian Alleyway. Secure funding and perform construction. Work with adjacent property owners to improve adjacent building facade.
Strategy 4 – Utilities and Supportive Public Services						
Action 4.A: Utilities Assessment	√			MOA (PM&E) / ACDA / Utility Providers	Staff Resources Budget Allocations	Conduct a detailed assessment of the existing utility lines to define their condition, capacity, and opportunities for relocation.
Action 4.B: Snow Removal/Storage	√			MOA (PM&E) / ACDA / ADP	Staff Resources Budget Allocations	Update snow removal/storage plans to serve the D Street District (especially after redevelopment occurs).
Action 4.C: Safety and Surveillance	√			MOA (Police) / ACDA Property Owners Residents Businesses Neighborhood Association (future)	Staff Resources & Budget Allocations	Add additional police personal (as applicable) to address crime activity. Add lighting, signalization, and wayfinding. Follow Title 21 Chapter 11 Requirements for street-level windows on new buildings.

Table 6.8.a – Action Plan Matrix

Implementation Strategies and Actions	Short-Term (5 years)	Medium-Term	Long-Term (10+ yrs)	Lead Entity & Partners	Resources Required	Detail / Components
Action 4.D: Maintenance and Cleaning		√		MOA (PM&E) / ACDA Property Owners Residents Businesses Neighborhood Association (future)	Staff Resources & Budget Allocations	Develop a comprehensive maintenance and cleaning program for the D Street District to address trash, landscaping, and paving.
Strategy 5 – District Branding and Marketing						
Action 5.A: District Brand	√			ACDA / Neighborhood Association (future) Residents Businesses Real Estate Professionals Neighborhood Association (future)	Staff Resources & Budget Allocations	Develop a district brand including a logo, tagline, and color scheme.
Action 5.B: Business and Developer Recruitment	√	√	√	ACDA / AEDC, Anchorage Chamber Property Owners Developer Entities	Staff Resources	Develop and implement a developer recruitment plan to entice investment entities to redevelop the designated Opportunity Sites and to adaptively reuse (or improve) existing buildings for new uses.
Action 5.C: Media Promotion	√	√		ACDA	Staff Resources	Continually promote the Vision for the D Street District with the goal to entice investment, new businesses/residents, and visitor activity.
Action 5.D: Neighborhood Association		√		ADP / ACDA / Property Owners Residents Businesses	Staff Resources	Support the creation of a neighborhood association (or equivalent) after redevelopment has commenced in the D Street District.
Action 5.E: Events and Traditions	√	√	√	ADP / Community Organizations / Neighborhood Association (future) Residents Businesses	Staff Resources & Budget Allocations	Plan and host a series of community events to bring civic activity to the D Street District. Build upon other Downtown traditions.

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Appendices

APPENDIX A – PROPERTY
INVENTORY PARCEL DATABASE

APPENDIX B - PUBLIC
ENGAGEMENT SUMMARIES

APPENDIX A – PROPERTY INVENTORY PARCEL DATABASE

Appendix A includes a spreadsheet of property data for all of the parcels within the Area-wide Planning Focus Area (the D Street District) as referenced in **Chapter 3: Property Inventory**. Data relating to ownership have been omitted (to protect individual privacy). For property reference, the brownfield inventory map is depicted

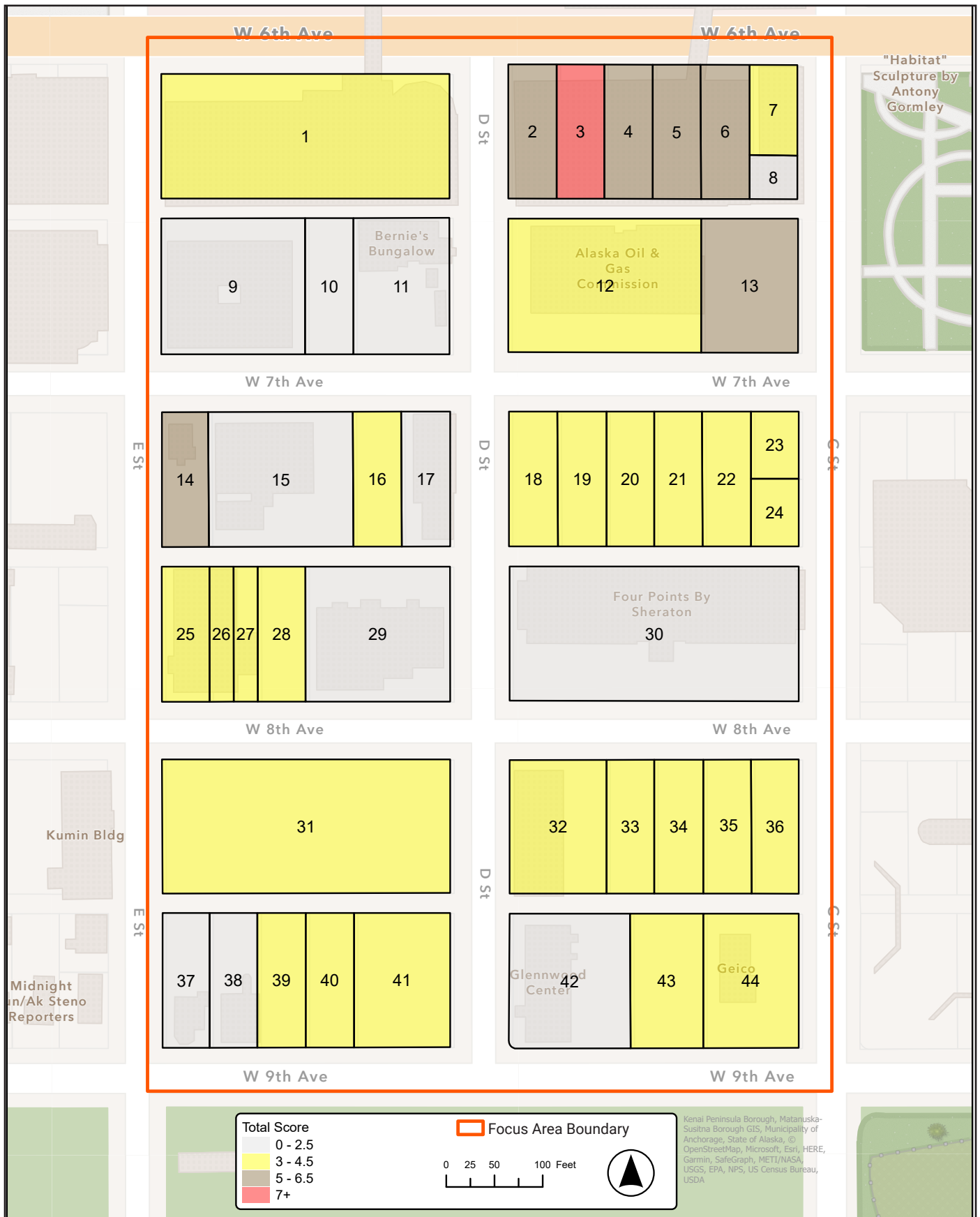


Figure A-1 AWP Brownfield Inventory - Scoring Map

Parcel ID	Map ID	A. Site Nomination Score (0 or 2)	B. Site Size Score (0, 0.5, 1)	C. Underutilization / Improvement to Land Value Ratio (ILVR) Score (0, 0.5, 1)	D. Environmental Database or Historical Land Use Score (0, 1, 2)	E. Building Age (pre-1980) Score (0, 1) *est	F. Undeveloped Property Score (0, 1, 2)	G. Vacant Building (partial or fully) Score (0, 1, 2)	H. Tax Delinquency (0, 1)	I. Blight Indicator Score (0, 0.5, 1)	Total Score	Acreage	Zoning	Historical Database Research	Building Age
211257000	1	0	0.5	0.5	1	1	0	0	0	0	3	0.964187	B2A	(former gas station, automotive, or dry cleaner)	1970
00211258000	2	0	0	0.5	2	1	0	2	0	1	6.5	0.160698	B2A	(former gas station, automotive, or dry cleaner)	1970
00211259001	3	0	0	1	2	1	0	2	0	1	7	0.160698	B2A	(former gas station, automotive, or dry cleaner)	1970
00211260000	4	0	0	0.5	1	1	0	2	0	1	5.5	0.160698	B2A		1970
00211261000	5	0	0	0.5	1	1	0	2	0	1	5.5	0.160698	B2A		1970
00211262000	6	0	0	0.5	2	1	0	2	0	1	6.5	0.160698	B2A	(former gas station, automotive, or dry cleaner)	1970
00211264000	7	0	0	0	1	1	0	1	0	0	3	0.109114	B2A	(former gas station, automotive, or dry cleaner)	1955
00211263000	8	0	0	0	1	1	0	0	0	0	2	0.051676	B2A		1965
00211256001	9	0	0.5	0	0	1	0	0	0	0	1.5	0.482094	B2B		1960
00211255000	10	0	0	0	0	0	2	0	0	0	2	0.160698	B2B		
00211272000	11	0	0.5	0.5	0	1	0	0	0	0	2	0.321625	B2B	City Directories: 1976-1983 (Domicile) 1988-2017 (Pickle Barrel, Bernies Lounge)	1941
211252000	12	0	0.5	1	2	1	0	0	0	0	4.5	0.643365	B2B	City Directories: 1966-1988 (automotive) EDR Records: (former gas station, automotive, or dry cleaner) Sanborns: 1969 (Pennys Tire Center)	1965
211251000	13	0	0.5	1	2	0	2	0	0	0	5.5	0.321396	B2B	Sanborns: 1969 (Pennys Tire Center)	
00211240000	14	0	0	1	0	1	0	2	0	1	5	0.160698	B2B		1933
00211241000	15	0	0.5	0.5	0	1	0	0	0	0	2	0.482094	B2B		1963
00211242000	16	0	0	1	0	0	2	0	0	0	3	0.160698	B2B		
00211243000	17	0	0	1	0	1	0	0	0	0	2	0.160698	B2B	City Directories: 1976-2017 (grocery,retail)	1941
00211244000	18	0	0	1	1	0	2	0	0	0	4	0.160698	B2B		
00211245000	19	0	0	0	1	0	2	0	0	0	3	0.160698	B2B		
00211246000	20	0	0	1	1	0	2	0	0	0	4	0.160698	B2B		
00211247000	21	0	0	1	1	0	2	0	0	0	4	0.160698	B2B		
00211248000	22	0	0	1	1	0	2	0	0	0	4	0.160698	B2B		
00211250000	23	0	0	1	1	0	2	0	0	0	4	0.080349	B2B		
00211249000	24	0	0	1	1	0	2	0	0	0	4	0.080349	B2B		
00211239000	25	0	0	0	2	1	0	0	0	0	3	0.160698	B2C	City Directories: 2010-2017 (Funeral Services) EDR Records: (former gas station, automotive, or dry cleaner) Sanborns: 1969 (Undertaker)	1969
00211238000	26	0	0	1	0	0	2	0	0	0	3	0.080349	B2C	EDR Records: (former gas station, automotive, or dry cleaner)	
00211237000	27	0	0	1	1	0	2	0	0	0	4	0.080349	B2C		
00211236000	28	0	0	1	1	0	2	0	0	0	4	0.160698	B2C	EDR Records: (former gas station, automotive, or dry cleaner)	
00211273000	29	0	0.5	0	0	0	0	0	0	0	0.5	0.482782	B2C	City Directories: 2010-2017 (Daycare)	2006
211268000	30	0	0.5	1	0	0	0	0	0	0	1.5	0.965289	B2C	City Directories: 2005-2014 (hotel)	1997
00211266000	31	0	0.5	1	0	0	2	0	0	0	3.5	0.964784	B2C		
00211219000	32	0	0.5	0.5	1	1	0	0	0	0	3	0.321396	B2C	City Directories: 1976-1979 (USFW, vacant) 1988-2017 (oil/gas, misc commercial)	1966
00211220000	33	0	0	1	0	0	2	0	0	0	3	0.160698	B2C		
00211221000	34	0	0	1	0	0	2	0	0	0	3	0.160698	B2C		
00211222000	35	0	0	1	0	0	2	0	0	0	3	0.160698	B2C		
00211223000	36	0	0	1	0	0	2	0	0	0	3	0.160698	B2C		

Parcel ID	Map ID	A. Site Nomination Score (0 or 2)	B. Site Size Score (0, 0.5, 1)	C. Underutilization / Improvement to Land Value Ratio (ILVR) Score (0, 0.5, 1)	D. Environmental Database or Historical Land Use Score (0, 1, 2)	E. Building Age (pre-1980) Score (0, 1) *est	F. Undeveloped Property Score (0, 1, 2)	G. Vacant Building (partial or fully) Score (0, 1, 2)	H. Tax Delinquency (0, 1)	I. Blight Indicator Score (0, 0.5, 1)	Total Score	Acreage	Zoning	Historical Database Research	Building Age
00211212000	37	0	0	1	0	1	0	0	0	0	2	0.160698	B2C	City Directories: 1976-2017 (misc commercial, medical)	1953
00211211000	38	0	0	0.5	0	1	0	0	0	0	1.5	0.160698	B2C	City Directories: 1976-2010 (misc commercial, communications)	1963
00211210000	39	0	0	1	0	0	2	0	0	0	3	0.160698	B2C		
00211209000	40	0	0	1	0	0	2	0	0	0	3	0.160698	B2C		
00211208000	41	0	0.5	1	0	0	2	0	0	0	3.5	0.321396	B2C		
00211267000	42	0	0.5	0	0	1	0	0	0	0	1.5	0.402112	B2C	City Directories: 1988-2017 (Glenwood Center)	1961
00211265000	43	0	0	1	0	0	2	0	0	0	3	0.241185	B2C		
00211271000	44	0	0.5	1	2	1	0	0	0	0	4.5	0.317952	B2C	EDR Records: (former gas station, automotive, or dry cleaner)	1963

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APPENDIX B - PUBLIC ENGAGEMENT SUMMARIES

To: Project Team – Daniel Mckenna-Foster and Kristine Bunnell From: Ryan Givens, Planner
 Ryan.Givens@stantec.com

File: Municipality of Anchorage (MOA) EPA Brownfield Grant Date: December 6, 2022

Reference: D Street Area-Wide Planning - Staff/Partners Listening Session Notes – December 06, 2022

Participants December 6, 2022	
Participant	
Ryan Givens – Stantec Randon Ribbie Melinda Tsu Gaylon “Paul” VanLandingham M Grant Jim Winegarner Bart Rudolph Aaron Jongenelen	Corey Young David Whitfield Stephen Rafuse Crain Lyon Stanley Wright Kristine Bunnell Daniel McKenna-Foster

Interview Questions & Responses December 6, 2022	
Question/Inquiry	Participant Responses
Affiliation Q.1 - Describe your role/affiliation with Downtown Anchorage.	<p>Bart – Works in the public transportation department. Noted that 6th Avenue will be the location for the temporary transit center while the main transit center undergoes renovation. Shared that his department is looking for a new facility location; one site may be in the focus area.</p> <p>Randy – Shared that he works with Bart.</p> <p>Unidentified Speaker – Shared that Anchorage is not enjoyable to walk; unable to share why, but freight movement is active through Downtown. Recommended that the revitalization strategies aim to improve walkability by adding more trees and protective awnings.</p> <p>Melinda – Noted that she works in engineering with a focus on roads/transportation. Shared that her department is working on street lighting and signalization projects. Noted that funding for capital projects is a continuous challenge. Explained that their immediate focus is addressing aging infrastructure. Shared she mourns the loss of the former Nordstrom Department store and that she regularly parks on D Street when visiting Downtown.</p> <p>Jim Winegarner – Works for the Anchorage Community Development Authority (ACDA) and shared that he applied for grants. Shared his vision for D Street is to create a pedestrian situation from 6th to 9th as there is very little through traffic. Expressed a desire to add street parking and create wide sidewalks to encourage pedestrian traffic. Shared that ACDA is pursuing two parcels at block 102 and the JC Penney Garage. Noted they would like to see new housing where residents would activate the</p>

Reference: D Street Area-Wide Planning - Staff/Partners Listening Session Notes – December 06, 2022

Interview Questions & Responses December 6, 2022	
Question/Inquiry	Participant Responses
	<p>area. Suggested that adaptively reusing the former Nordstrom building would also activate the area.</p> <p>Craig – Works as Anchorage’s Planning Director. Shared he was born/raised in South Addition and grew up walking to Downtown.</p> <p>Paul – Works as the Manager of MOU Street Maintenance. Exploring new designs that would accommodate the various user groups and wants to establish realistic expectations for future enhancements.</p> <p>David – Works as Anchorage’s Current Planning Manager; worked for the MOU for over 18 years. Echoed the sentiments from other participants. Recommended that the planning process result in enhancements to the pedestrian experience.</p> <p>Stanley – Works with housing and HUD grants. Recommended that the project improve the pedestrian experience.</p>
<p>Local Perceptions/Activity Areas Q.2.a – Describe what you feel are locals’ perceptions of Downtown in terms of appearance, amenities, safety, and desirability. Q.2.b - Describe Downtown’s high activity areas (i.e., where do people gather?).</p>	<p>4th Avenue – Several participants confirmed that 4th Avenue is the heart of Downtown; it represents the community’s historic area and tourists gather along this corridor.</p> <p>Tennis Courts – A few participants noted that people use the tennis courts in the Park Strip and there is opportunity to improve connections across 9th Avenue.</p> <p>Museum, Town Square Park, and the Mall – Participants noted that these are popular destinations in Downtown (and they are adjacent to the Focus Area).</p> <p>C Street – Several participants noted that there is a lot of activity on C Street because of transit.</p> <p>D Street – Some participants recommended creating a line of sight down D Street to help attract more pedestrian activity (as people may be motivated to explore the area). Others suggested performing streetscape enhancements to mimic what was done on F Street (e.g., awnings and shelter from the elements) and that E Street is a good example of street trees.</p> <p>Alleyway (behind JCPenney’s garage) – One participant noted an opportunity to enhance the alleyway as a means to create another pedestrian use area (which would be an alternative to walking along 6th Avenue).</p> <p>Locals – Several participants suggested that people like to go downtown (e.g., go out to eat and/or attend an event). Others noted that The Park Strip is popular amongst locals. Some participants noted that there is a local perception that Downtown has changed and there are more vacancies. Several participants noted that people want venues to gather but there are not a lot of amenities.</p> <p>New Businesses – Some participants noted that several of the recently-opened venues have interesting façade treatments and have outdoor seating; these elements attract people to the space. One participant shared that England has local food malls with restaurants.</p> <p>Walkability – Several participants expressed their perception that Downtown is a good walking environment but could be improved. One</p>

Reference: D Street Area-Wide Planning - Staff/Partners Listening Session Notes – December 06, 2022

Interview Questions & Responses December 6, 2022	
Question/Inquiry	Participant Responses
	individual noted that there is opportunity to reduce vehicle speeds (e.g., 20 miles per hour).
<p>Opportunities</p> <p>Q.3.a - Describe the near- and long-term opportunities you see for Downtown in terms of amenities, businesses, housing, and redevelopment.</p> <p>Q.3.b - What land use focus should the City plan for in the AWP Focus Area (e.g., urban residential neighborhood, retail core, office district)</p>	<p>Housing – Several individuals suggested there is a significant need and opportunity for housing. Some participants recommended that a mix of housing types be provided in the Focus Area (e.g., market rate and affordable housing options).</p> <p>Streetscaping – Several participants noted that there needs to be better streetscaping as many of the current corridors feel sterile and/or dated.</p> <p>Outside Dining – Some individuals recommended that Downtown needs more outdoor dining opportunities with heaters (as strategies to attract people).</p> <p>Misc. Amenities – Some participants suggested that additional amenities be incorporated to Downtown; this may include public sculptures and gathering spaces.</p> <p>Sauna and Winter Activities – Several participants suggested that Downtown (and the community) need to embrace the winter season. Some suggested adding saunas. Others suggested adding winter-themed events like an outdoor ice-skating rink.</p> <p>Parking – Many participants recommended reducing the number of surface parking lots in Downtown with new urban-scaled development projects. Others noted that parking garages are less preferred over surface lots (for security/safety reasons). A few individuals recommended adding valet service to Downtown (for convenience and to eliminate the need for individuals to access garages).</p> <p>Pedestrian-oriented Street Design – Several participants supported the idea to improve streetscapes to better accommodate pedestrians. Some individuals would like to explore the idea of “road diets” for certain Downtown corridors.</p> <p>Snow Storage – A few individuals noted that the planning process needed to accommodate (or plan for) snow storage. One individual noted that there is not enough money to haul snow away from the Downtown core (e.g., the project team will follow up with Paul on potential snow storage approached in the Focus Area). Another noted that the snow removal service is funded/provided through an existing Business Improvement District.</p>
<p>Land Use Viability</p> <p>Q.4.a – Describe how retail should be planned for the AWP Focus Area (e.g., which streets, tenant space size, tenant focus).</p> <p>Q.4.b – Describe how housing should be planned for the AWP Focus Area (e.g., which streets/corridors, unit sizes, community style, household incomes).</p>	<p><i>Topic not covered in the meeting.</i></p>
<p>Amenities / Capital Projects</p> <p>Q.5.a – Describe the types of amenities that are needed to entice new</p>	<p>Housing – Several participants recommended adding affordable housing to the Focus Area/Downtown.</p>

Reference: D Street Area-Wide Planning - Staff/Partners Listening Session Notes – December 06, 2022

Interview Questions & Responses December 6, 2022	
Question/Inquiry	Participant Responses
<p>tenants/investment in Downtown/AWP Focus Area.</p> <p>Q.5.b - What types of improvements and capital projects should the City prioritize to support reinvestment?</p> <p>Q.5.c – Describe any capital projects/strategic initiatives your department is pursuing in or around the Focus Area (e.g., street enhancements, utility line extensions).</p>	<p>Misc. Amenities – Various participants recommended adding a skating rink, outdoor gathering spaces, cultural elements, and ambient lighting (e.g., like a “Festival Street”).</p> <p>Street Design / Woonerf – One participant suggested (and supported by others) that the planning process incorporate a “Woonerf” (A Dutch inspired street design that promotes a variety of users and slows vehicle travel speed). Participants suggested that D Street might be a good candidate as a woonerf.</p> <p>Trash – A participant recommended that the planning project accommodate/consider trash collection. Noted that underground trash receptacles are regularly provided in the Netherlands and there are no outside dumpsters (eliminating smells or mess).</p> <p>Sun – Some participants recommended capitalizing on locations/parcels that have a lot of sun exposure.</p> <p>Greenhouse / Indoor Gardens – One participant recommended adding a large terrarium / indoor garden spaces which are heated. Pointed to the Amazon Spheres as a potential example that would add amenities and attract people to the area.</p> <p>Flexible Building Design – Several participants recommended that buildings include creative architectural features like roll up doors for the summer.</p>
<p>Challenges</p> <p>Q.6.a - Describe the challenges to redevelopment, housing, and businesses in Downtown/AWP Focus Area.</p> <p>Q.6.b. – Describe the utility services/availability in the Focus Area – are existing utilities capable of supporting new urban-scaled projects in the Focus Area.</p>	<p><i>Topic not covered in the meeting.</i></p>
<p>Near-term Focus</p> <p>Q.7 – Describe which areas of the AWP Focus Area should be prioritized for near-term revitalization (e.g., where in the Focus Area should the City start?)</p>	<p><i>Topic not covered in the meeting.</i></p>
<p>Priority Properties</p> <p>Q.8.a - Which properties in the AWP Focus Area do you feel have substantial redevelopment/infill potential.</p> <p>Q.8.b -What types of projects would be ideal for those properties?</p>	<p><i>Topic not covered in the meeting.</i></p>
<p>Recommended Actions</p> <p>Q.9.a – Describe what you feel the City should do to support/entice reinvestment in the AWP Focus Area.</p>	<p>Park Strip – Several participants suggested utilizing the Park Strip more (especially in the winter) as it represents a significant community amenity. Some suggested adding a skating rink and winter-theme programs. Many recommended creating a strategy to activate the Park Strip.</p>

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Project Team – Daniel Mckenna-Foster and Kristine Bunnell

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Interview Questions & Responses December 6, 2022	
Question/Inquiry	Participant Responses
<p>Q.9.b. – Describe how the City (or community partners) can address negative perceptions related to crime and safety?</p> <p>Q.9.c – What else would you like you share with use regarding revitalization of the AWP Focus Area.</p>	<p>Complementary Land Uses – Several participants want to see additional land uses and venues in Downtown as places to go (or warm up) after outdoor events.</p> <p>Pickleball – Some participants recommended adding pickleball courts to the area as they are an easy way to bring people to Downtown.</p> <p>Priority and Marketing – A few participants suggested that the City needs to make the Focus Area a priority and develop a marketing plan (while including property owners). One participant suggested designating certain Downtown locations as a “deteriorated area” since there is a State of Alaska process to lessen property taxes (which could incentivize redevelopment).</p> <p>Wayfinding – Some participants recommended adding wayfinding signage throughout Downtown so visitors can be effectively directed to major destinations.</p> <p>Barriers – Some recommended that the City define what barriers are preventing investment and develop an action plan to address said impediments.</p> <p>Safety – Several individuals want the City to Address safety issues (especially criminal activity). Other suggested adding more safety officers and make them very present.</p> <p>Transit Improvements – Some participants want to promote transit use to/from the Downtown area. Some suggested creating a marketing campaign like a Dinner Run where individuals would use transit for drinking and dining excursions.</p>

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Project Team – Daniel Mckenna-Foster and Kristine Bunnell

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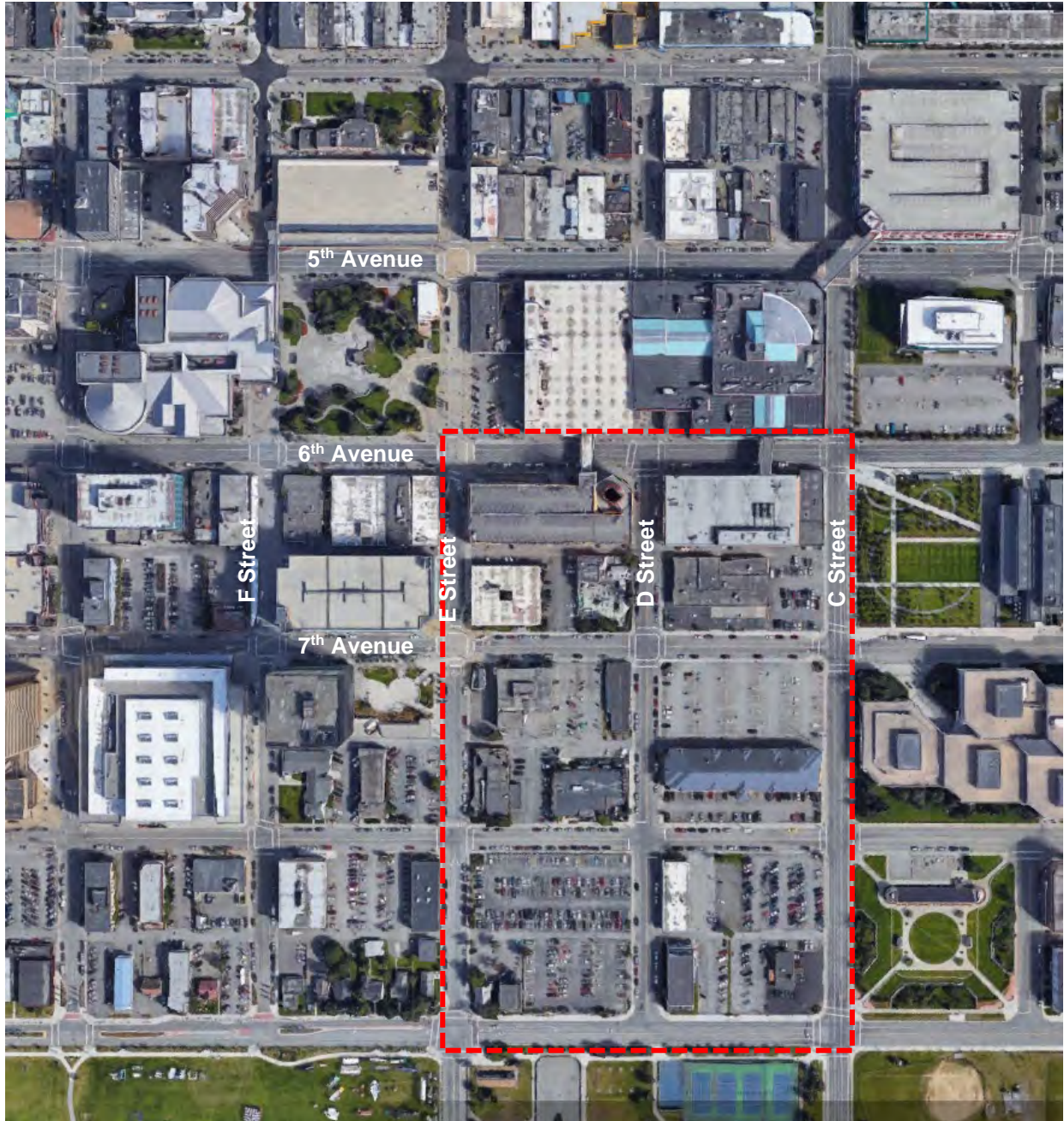


Figure 1 – D Street AWP Focus Area Boundaries (Delineated in Red) Source: GoogleEarth Pro

To: Project Team – Daniel McKenna-Foster and Kristine Bunnell From: Ryan Givens, Planner
 Ryan.Givens@stantec.com

File: Municipality of Anchorage (MOA) EPA Brownfield Grant Date: November 11, 2022

Reference: D Street Area-Wide Planning — Stakeholder Interviews – Group 1 – Downtown Anchorage Agencies/Organizations / November 15, 2022

Stakeholder Participants – Group 1 – Downtown Anchorage Agencies/Organizations November 15, 2022	
Participant	
Radhika Krishna, Anchorage Development Partnership Bill Popp, AEDC Silvia Villamides, Downtown Community Council Mark Tittle, GSA Mark Romick, Alaska Housing Finance Corporation Jonny Hayes, Anchorage Museum Brandy	Ryan Givens – Stantec Daniel McKenna-Foster - MOA Kristine Bunnell - MOA Jim Winegarner, ACDA Melinda Grant, ACDA

Interview Questions & Responses – Group 1 – Downtown Anchorage Agencies/Organizations November 15, 2022	
Question/Inquiry	Participant Responses
Affiliation Q.1 - Describe your role/affiliation with Downtown Anchorage.	Mark – Works for the Alaska Housing Corporation; the organization is the current owner of Block 102. Noted several challenges to downtown redevelopment. Silvia – Works as the President of the Downtown Community Council. Johnny – Experienced landscape architect and works as the Director of Anchorage Museum. Participated in the in the code update process. Brandy – Works as a realtor with experience in and around downtown.
Local Perceptions Q.2.a – Describe what you feel are locals’ perceptions of Downtown in terms of appearance, amenities, safety, and desirability. Q.2.b - Describe the walkability/bicycling perspectives and conditions in Downtown.	Silvia – Acknowledged that downtown has a large population of individuals that are experiencing homelessness. Noted that some individuals act aggressively and have participated in vandalism. Shared that people patronize the local restaurants (including restaurant tours). Noted that businesses struggle to find workers. Concerned that downtown could decline (but is optimistic it will become better). Shared she participates on a task force for Project Anchorage. Suggested that Anchorage needs to become a

Reference: D Street Area-Wide Planning — Stakeholder Interviews – Group 1 – Downtown Anchorage Agencies/Organizations / November 15, 2022

Interview Questions & Responses – Group 1 – Downtown Anchorage Agencies/Organizations November 15, 2022	
Question/Inquiry	Participant Responses
	<p>year-round city – in winter, there isn't a lot going on and there aren't a lot of activities.</p> <p>Johny – Acknowledged there is a resurgence of downtown activity. Suggested that most community members visit downtown for a specific purpose but tend not to explore the larger area (e.g., first Friday events). Noted that downtown does not have a lot of space for people to “hang out”. Suggested that a lot of the past municipal efforts seem to be focused on tourism. Suggested that if downtown becomes “cool” / desirable for locals then tourists will also patronize the area.</p> <p>Mark – Shared that most of his colleagues visit downtown for a specific purpose. Suggested that people may be unaware of the events or what is happening in downtown. Shared that he obtains downtown information from a variety of sources (e.g., various websites).</p> <p>Brandy – Shared that she grew up working downtown and spent a lot of time in the area in the past. Noted that downtown does not have a lot of activities; indicated that the museums close early. Suggested that downtown does not have notable restaurants that are good enough to entice people into the area. Indicated that there are unsafe conditions (e.g., people that vandalize). Recommended that the municipality take a harder stance on crime.</p>
<p>Opportunities</p> <p>Q.3.a - Describe the near- and long-term opportunities you see for Downtown in terms of amenities, businesses, housing, and redevelopment.</p> <p>Q.3.b - What land use focus should the City plan for in the AWP Focus Area (e.g., urban residential neighborhood, retail core, office district)</p>	<p>Johny – Recommended there are opportunities to develop downtown so it is active year-round.</p> <p>Silvia – Suggested that the community needs to create a safer area to attract visitors/business patrons. Indicated that there is a local perception that downtown lacks available parking and locals prefer to park close to their destination. Noted that housing is an important component for downtown (especially for the millennial and senior populations). Shared that the downtown used to be known as “the City of Lights”. Mentioned that downtown used to have department stores and a more active mall. Recommended that the community needs funding to make things happen in downtown. Noted that the building at 6th and C Street has been repeatedly vandalized and there are a lot of complaints that need to be addressed. Noted there have been several homicides in and around downtown and gun shots are a regular occurrence. Confirmed that the Downtown Partnership is bringing activities back (programs are moving forward).</p> <p>Kristine – Shared that there used to be more activities (and community events) that would bring people downtown; questioned whether there are plans to bring those activities back.</p> <p>Mark – Noted that the programming conversation is important. Shared that one of the coolest things was when</p>

Reference: D Street Area-Wide Planning — Stakeholder Interviews – Group 1 – Downtown Anchorage Agencies/Organizations / November 15, 2022

Interview Questions & Responses – Group 1 – Downtown Anchorage Agencies/Organizations November 15, 2022	
Question/Inquiry	Participant Responses
	<p>the museum projected images on the side of the building. Noted that there was a Pokémon event in the past and events are very impactful. Recommended that future events should be open to a larger population segment. Noted that housing is very expensive (and should be more of a long-term goal). Suggested that housing projects would need a lot of incentives and funding support. Recommended that the municipality take steps to create a low barrier (cost-wise) environment for project development. Recommended that the municipality select and focus on a defined area in downtown. Acknowledged that many downtowns become less active after 5 pm.</p> <p>Brandy – Acknowledged that downtown is branded as a place to go for restaurants and dining. Recommended that people should be choosing housing based on how it will improve their lives. Noted there is a lack of workforce housing. Recommended that the municipality review demographic data in planning for downtown. Acknowledged that downtown does not have venues to purchase necessities. Suggested that downtown’s vitality is connected to the federal government operations. Noted that federal agencies have stopped property maintenance (due to vandalism). Noted that the parks have a lot of criminal activity. Recommended that the municipality adopt a zero-tolerance approach to crime. Recommended that the parks need to be cleaned up. Acknowledged that the cost-of-living downtown is high.</p>
<p>Land Use Viability</p> <p>Q.4.a – Describe how retail should be planned for the AWP Focus Area (e.g., which streets, tenant space size, tenant focus).</p> <p>Q.4.b – Describe how office should be planned for the AWP Focus Area (e.g., which streets/corridors, tenant space size, tenant focus).</p> <p>Q.4.c – Describe how housing should be planned for the AWP Focus Area (e.g., which streets/corridors, unit sizes, community style, household incomes). Is there a local demand for Downtown Housing? What are the typical rental rates for Anchorage-area Housing?</p>	<p><i>Question not posed – see other related responses.</i></p>
<p>Amenities / Capital Projects</p> <p>Q.5.a – Describe the types of amenities that are needed to entice new tenants/investment in Downtown/AWP Focus Area.</p> <p>Q.5.b - What types of improvements and capital projects should the City prioritize to support reinvestment?</p>	<p>Mark – Recommended that the municipality should take actions to lower taxes and reduce regulations. Recommended the municipality provide incentives. Suggested the municipality to confirm utility availability in and around the Focus Area.</p> <p>Johny – Recommended that the municipality plan for high quality design and to improve the public realm.</p>

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Project Team – Daniel Mckenna-Foster and Kristine Bunnell

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Interview Questions & Responses – Group 1 – Downtown Anchorage Agencies/Organizations November 15, 2022	
Question/Inquiry	Participant Responses
<p>Challenges Q.6.a - Describe the challenges to redevelopment, housing, and businesses in Downtown/AWP Focus Area. Q.6.b. – If known, describe whether the current zoning is supportive of urban-scaled projects in the AWP Focus Area (i.e., is zoning a barrier to reinvestment).</p>	<p>Silvia – Suggested that permitting is difficult and may discourage investor interest. Brandy – Shared her experience with permitting and acknowledged it was challenging (and permits take a long time to complete). Recommended that downtown needs an upgrade.</p>
<p>Near-term Focus Q.7 – Describe which areas of the AWP Focus Area should be prioritized for near-term revitalization (e.g., where in the Focus Area should the City start?)</p>	<p>Johny – Noted he is not supportive of defining downtown districts since there is not a critical mass of activities. Noted that E Street should pose a better connection between Town Square and the park strip. Brandy – Recommended that future revitalization strategies should take advantage of the park activities and improve connections. Suggested that public restrooms are important for downtown. Noted that downtown needs better sidewalks. Recommended the future uses should complement the mall and area parks (the municipality should not limit land use opportunities).</p>
<p>Priority Properties Q.8.a - Which properties in the AWP Focus Area do you feel have substantial redevelopment/infill potential. Q.8.b -What types of projects would be ideal for those properties?</p>	<p><i>Question not posed – see other responses on this topic.</i></p>
<p>Recommended Actions Q.9.a – Describe what you feel the City should do to support/entice reinvestment in the AWP Focus Area. Q.9.b – What else would you like you share with use regarding revitalization of the AWP Focus Area.</p>	<p>Johny – Recommended that the projects be designed for humans (e.g., design projects through the eyes of a mother with children). Silvia – Noted that downtown does not have amenities to allow people to stop and rest (e.g., benches).</p>

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Project Team – Daniel Mckenna-Foster and Kristine Bunnell

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Reference: D Street Area-Wide Planning — Stakeholder Interviews – Group 1 – Downtown Anchorage Agencies/Organizations / November 15, 2022

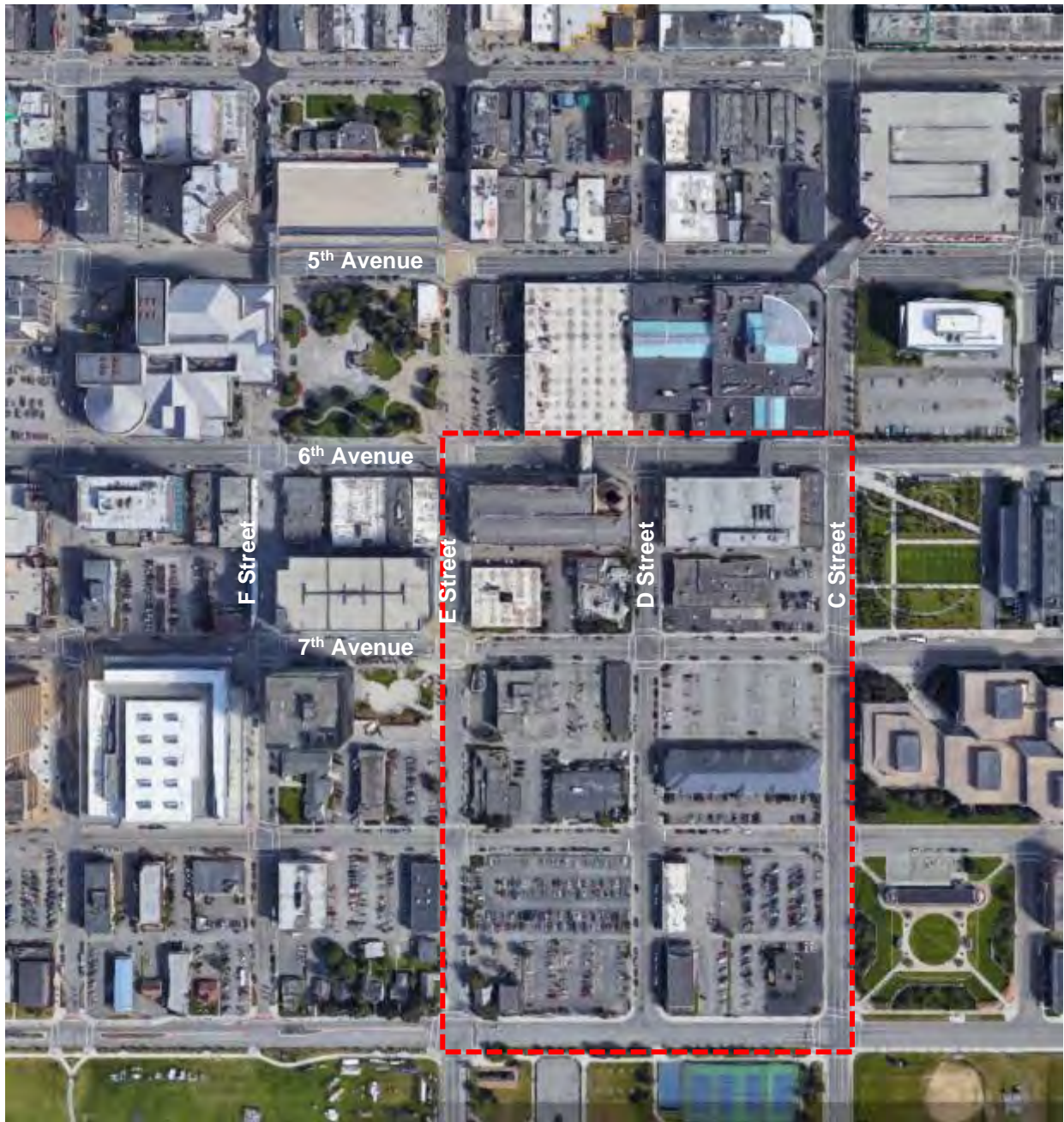


Figure 1 – D Street AWP Focus Area Boundaries (Delineated in Red) Source: GoogleEarth Pro

To: Project Team – Daniel McKenna-Foster and Kristine Bunnell From: Ryan Givens, Planner
 Ryan.Givens@stantec.com

File: Municipality of Anchorage (MOA) EPA Brownfield Grant Date: November 11, 2022

Reference: D Street Area-Wide Planning — Stakeholder Interviews – Group 2 – Development Entities / November 16, 2022

Stakeholder Participants – Group 2 – Development Entities November 16, 2022	
Participant	Project Team Attendees
Ric Marko, Affinity Hospitality Levi Kincaid, JL Properties Eric Ritner, Real Estate Solutions of Alaska Seth Anderson, Arete LLC Robert (Rob) Gillam, McKinley Capital Matthew Samuel, Diamond Parking	Ryan Givens – Stantec Daniel McKenna-Foster - MOA Kristine Bunnell - MOA Jim Winegarner, ACDA

Interview Questions & Responses – Group 2 – Development Entities November 16, 2022	
Question/Inquiry	Participant Responses
Affiliation Q.1 - Describe your role/affiliation with Downtown Anchorage.	Matt – Works as the regional manager for McKinley Properties and Diamond Parking. Owns and operates several properties in downtown. Levi – Works for JL Properties. Experienced in developing a variety of projects in Anchorage. Owns quite a few properties in the focus area and downtown in general (e.g., The Seed Lab, and some surface parking lots).
Local Perceptions Q.2.a – Describe what you feel are locals’ perceptions of Downtown in terms of appearance, amenities, safety, and desirability. Q.2.b - Describe the walkability/bicycling perspectives and conditions in Downtown.	Levi – Suggested that downtown is not as active as it could be. Shared that there is a local culture where people generally like to park in front of their destination and individuals are really concerned about parking availability (which makes downtown challenging to attract typical Alaska residents). Noted that there is some undesirable activity in the downtown. Shared that the idea of about millennials wanting to live downtown may not be appropriate for Downtown Anchorage – many Alaskans want extra space and have outdoor recreational vehicles/equipment. Shared that downtown has a lack of activity, whereas businesses tend to locate at hubs of activity. Matt – Concurred with Levi. Shared that most new development is occurring in Mid-Town and south of the city. Acknowledged that downtown feels dated. Shared that transportation is relatively easy within Anchorage yet noted

Reference: D Street Area-Wide Planning — Stakeholder Interviews – Group 2 – Development Entities / November 16, 2022

Interview Questions & Responses – Group 2 – Development Entities November 16, 2022	
Question/Inquiry	Participant Responses
	that the major highway route passing through downtown is challenging for revitalization and district vitality (especially for pedestrians/cyclists).
<p>Opportunities</p> <p>Q.3.a - Describe the near- and long-term opportunities you see for Downtown in terms of amenities, businesses, housing, and redevelopment.</p> <p>Q.3.b - What land use focus should the City plan for in the AWP Focus Area (e.g., urban residential neighborhood, retail core, office district)</p>	<p>Levi – Shared that the current economic environment (e.g., mortgage rates) makes most projects very challenging. Noted that construction costs are high in the local market; and there may be a disconnect (or opposing opinions) on project value. Suggested it is important to consider demographics when planning for the Focus Area. Acknowledged that traditional office is probably not very viable (especially given the shift in working preferences). Also acknowledged that retail continues to be challenging based on the shift in consumer spending.</p> <p>Matt – Suggested that downtown has plenty of surface parking lots that pose opportunities for new mixed-use projects. Noted that creating financing and funding incentives are important considerations for project feasibility.</p>
<p>Land Use Viability</p> <p>Q.4.a – Describe how retail should be planned for the AWP Focus Area (e.g., which streets, tenant space size, tenant focus).</p> <p>Q.4.b – Describe how office should be planned for the AWP Focus Area (e.g., which streets/corridors, tenant space size, tenant focus).</p> <p>Q.4.c – Describe how housing should be planned for the AWP Focus Area (e.g., which streets/corridors, unit sizes, community style, household incomes). Is there a local demand for Downtown Housing? What are the typical rental rates for Anchorage-area Housing?</p>	<p>Levi – Suggested that retail viability depends on the type. Shared the national retail chains may not locate in downtown and that Alaskans tend to favor local stores. Acknowledged that a lot of retail is moving outside of the downtown core and retail may not be viable this far south of the core. Suggested that there should be a focus on neighborhood-scaled opportunities (e.g., convenience shopping). Recommended that retail should be planned on a case-by-case basis (and not required for all projects). Acknowledged that medical may be viable only if the business established a local following. Shared that housing may be challenging since many Alaskans (of all generations) may prefer housing that can accommodate leisure equipment.</p> <p>Matt -Shared that there may be opportunity for convenience - type retail uses (serving the immediately surrounding uses). Noted there are opportunities for senior housing though the area needs a mix of housing types.</p>
<p>Amenities / Capital Projects</p> <p>Q.5.a – Describe the types of amenities that are needed to entice new tenants/investment in Downtown/AWP Focus Area.</p> <p>Q.5.b - What types of improvements and capital projects should the City prioritize to support reinvestment?</p>	<p>Matt – Recommended that the municipality capitalize on the park strip and improve the connectivity to the park.</p> <p>Levi – Did not offer suggestions</p>
<p>Challenges</p> <p>Q.6.a - Describe the challenges to redevelopment, housing, and businesses in Downtown/AWP Focus Area.</p>	<p>(See previous comments regarding construction costs)</p> <p>Matt – Did not offer suggestions/comment.</p> <p>Levi – Acknowledged little experience with zoning issues in downtown (but did encounter regulatory challenges in other parts of the municipality). Shared that utility relocation is challenging – both logistical and financial. Noted there are a</p>

Reference: D Street Area-Wide Planning — Stakeholder Interviews – Group 2 – Development Entities / November 16, 2022

Interview Questions & Responses – Group 2 – Development Entities November 16, 2022	
Question/Inquiry	Participant Responses
Q.6.b. – If known, describe whether the current zoning is supportive of urban-scaled projects in the AWP Focus Area (i.e., is zoning a barrier to reinvestment).	lot of utilities that cut through the blocks mostly via the alleyways.
Near-term Focus Q.7 – Describe which areas of the AWP Focus Area should be prioritized for near-term revitalization (e.g., where in the Focus Area should the City start?)	Levi – Recommended that the municipality start where the action is occurring. Recommended that the municipality start on the north end of the Focus Area and work south (towards the park strip). Suggested that locals prefer surface parking lot over garages. Matt – Did not offer suggestions.
Priority Properties Q.8.a - Which properties in the AWP Focus Area do you feel have substantial redevelopment/infill potential. Q.8.b -What types of projects would be ideal for those properties?	Levi – Recommended the municipality focus on the properties it controls. Noted that the region is in a challenging economic cycle. Recommended that the municipality do the property preparation work now to support projects when the economic conditions improve (e.g., start with simple steps) Shared that the JC Penney garage may be challenging to redevelop mostly due to the demolition costs.
Recommended Actions Q.9.a – Describe what you feel the City should do to support/entice reinvestment in the AWP Focus Area. Q.9.b – What else would you like you share with use regarding revitalization of the AWP Focus Area.	Matt – Recommended that the municipality needs to offer subsidies to support redevelopment projects. Levi – Recommended that the municipality focus their efforts on other actions to prepare sites for redevelopment (e.g., surveys, soil reports.) Recommended that the municipality clearly communicate their intent and expectations to prospective developer entities.

November 11, 2022

Project Team – Daniel Mckenna-Foster and Kristine Bunnell

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Reference: D Street Area-Wide Planning — Stakeholder Interviews – Group 2 – Development Entities / November 16, 2022



Figure 1 – D Street AWP Focus Area Boundaries (Delineated in Red) *Source: GoogleEarth Pro*

To: Project Team – Daniel McKenna-Foster and Kristine Bunnell From: Ryan Givens, Planner
 Ryan.Givens@stantec.com

File: Municipality of Anchorage (MOA) EPA Brownfield Grant Date: November 11, 2022

Reference: D Street Area-Wide Planning — Stakeholder Interviews – Group 3 – Realtors and Brokers / November 15, 2022

Stakeholder Participants – Group 3 – Realtors and Brokers November 15, 2022	
Participant	Project Team Attendees
Brandy Pennington, Brandy Pennington Real Estate Brandon Spoerhase, BSI Commercial Real Estate Bonnie Mehner, Mehner Weiser Real Estate	Ryan Givens – Stantec Daniel McKenna-Foster - MOA Kristine Bunnell - MOA Jim Winegarner, ACDA Melinda Grant, ACDA

Interview Questions & Responses – Group 3 – Realtors and Brokers November 15, 2022	
Question/Inquiry	Participant Responses
Affiliation Q.1 - Describe your role/affiliation with Downtown Anchorage.	Brandon – Shared that he worked as a commercial real estate broker for over 5 years with experience in the downtown area. Involved in multiple active hospitality projects in the municipality.
Local Perceptions Q.2.a – Describe what you feel are locals’ perceptions of Downtown in terms of appearance, amenities, safety, and desirability. Q.2.b - Describe the walkability/bicycling perspectives and conditions in Downtown.	Brandon – Suggested that people are more optimistic (than excited) about downtown’s potential. Acknowledged that there is some blight in downtown. Pointed that tourism and hospitality industries are expected to grow in downtown.
Opportunities Q.3.a - Describe the near- and long-term opportunities you see for Downtown in terms of amenities, businesses, housing, and redevelopment. Q.3.b - What land use focus should the City plan for in the AWP Focus Area (e.g., urban residential neighborhood, retail core, office district)	Brandon – Suggested that downtown retail is going to be refocused and driven by tourism. Affirmed that there is a big demand for housing and downtown could accommodate some of the demand. Acknowledged that office is a big question mark, and the industry/demand is changing. Shared that some individuals are exploring options for the larger office buildings in downtown. Brandon – Suggested that redevelopment location/initial projects will greatly rely on the market – suggested that mixed-use housing projects would be viable and there is a local priority on providing services/uses that serve the tourism industry.
Land Use Viability	Brandon – Housing – Suggested that future housing projects will be a mix of workforce, senior, and higher-end units (i.e., all housing types). Shared that housing projects will probably

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Interview Questions & Responses – Group 3 – Realtors and Brokers November 15, 2022	
Question/Inquiry	Participant Responses
<p>Q.4.a – Describe how retail should be planned for the AWP Focus Area (e.g., which streets, tenant space size, tenant focus).</p> <p>Q.4.b – Describe how office should be planned for the AWP Focus Area (e.g., which streets/corridors, tenant space size, tenant focus).</p> <p>Q.4.c – Describe how housing should be planned for the AWP Focus Area (e.g., which streets/corridors, unit sizes, community style, household incomes). Is there a local demand for Downtown Housing? What are the typical rental rates for Anchorage-area Housing?</p>	<p>include funding from a variety of sources to make them cost feasible.</p> <p>Brandon – Retail – Recommended that retail will come in the form of in-house amenities and there will be a growing demand for restaurants (to serve tourism and cater to downtown lifestyles). Suggested that “big box” retailers are probably not conducive for Downtown Anchorage.</p>
<p>Amenities / Capital Projects</p> <p>Q.5.a – Describe the types of amenities that are needed to entice new tenants/investment in Downtown/AWP Focus Area.</p> <p>Q.5.b - What types of improvements and capital projects should the City prioritize to support reinvestment?</p>	<p>Brandon – Amenities – Suggested that on-site gyms and restaurants could be potential amenities to entice office and housing tenants. Gyms and restaurants would be needed for office tenants. Recommended that retail will need “synergies” with other commercial destinations so there is a critical mass of shopping opportunities.</p> <p>Brandon – Capital Projects – Suggested that the municipality should perform capital investments but could not comment on specific projects. Noted that there is a local perception that downtown has a lack of parking.</p>
<p>Challenges</p> <p>Q.6.a - Describe the challenges to redevelopment, housing, and businesses in Downtown/AWP Focus Area.</p> <p>Q.6.b. – If known, describe whether the current zoning is supportive of urban-scaled projects in the AWP Focus Area (i.e., is zoning a barrier to reinvestment).</p>	<p>Brandon – Challenges – Noted that there are gaps in project financing (when comparing the construction costs versus expected rents/sale prices). Suggested that there needs to be a long-term belief (and investment) in downtown. Acknowledged that the municipality’s zoning standards are not a barrier to redevelopment.</p>
<p>Near-term Focus</p> <p>Q.7 – Describe which areas of the AWP Focus Area should be prioritized for near-term revitalization (e.g., where in the Focus Area should the City start?)</p>	<p>Brandon – Acknowledged that most of the properties have some degree of redevelopment potential. Recommended that the municipality (and its stakeholder partners) promote all the available properties (and let those developer entities select which sites they want to pursue).</p>
<p>Priority Properties</p> <p>Q.8.a - Which properties in the AWP Focus Area do you feel have substantial redevelopment/infill potential.</p> <p>Q.8.b -What types of projects would be ideal for those properties?</p>	<p>Brandon – Acknowledged that all the properties have equal redevelopment potential. Noted that the JCPenney Garage could be redeveloped.</p>
<p>Recommended Actions</p> <p>Q.9.a – Describe what you feel the City should do to support/entice reinvestment in the AWP Focus Area.</p> <p>Q.9.b – What else would you like you share with use regarding revitalization of the AWP Focus Area.</p>	<p>Brandon – <u>Shared that the municipality is doing a good job incentivizing redevelopment</u>. Recommended that the municipality start with speaking with the property owners to see whether they are motivated to sell. Shared that he has spoken with property owners in this vicinity about potential sales.</p>

November 11, 2022

Project Team – Daniel Mckenna-Foster and Kristine Bunnell

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Reference: D Street Area-Wide Planning — Stakeholder Interviews – Group 3 – Realtors and Brokers / November 15, 2022

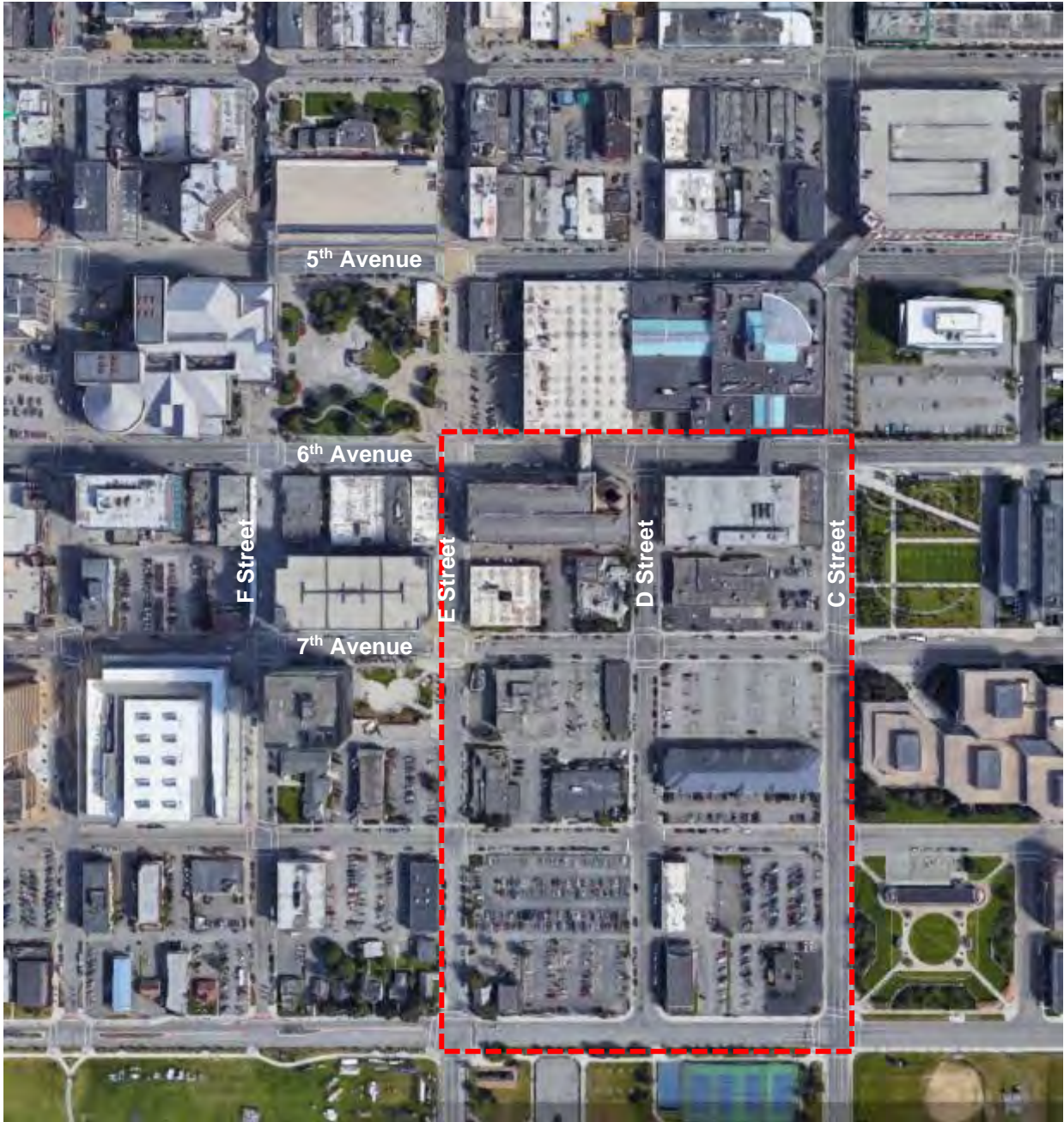


Figure 1 – D Street AWP Focus Area Boundaries (Delineated in Red) Source: GoogleEarth Pro

To: Project Team – Daniel Mckenna-Foster and Kristine Bunnell From: Ryan Givens, Planner
 Ryan.Givens@stantec.com

File: Municipality of Anchorage (MOA) EPA Brownfield Grant Date: November 11, 2022

Reference: D Street Area-Wide Planning — Stakeholder Interviews – Group 4 – Business Owners and Community Representatives / November 16, 2022

Stakeholder Participants – Group 4 – Business Owners and Community Representatives November 16, 2022	
Participant	Project Team Attendees
Bruce Bustamante, Anchorage Chamber of Commerce (<i>attended later</i>) Duncan Harrison, Anchorage Buildings LLC Connie Chambers, Haf & Haf Scott Jansson, Jansson-Eastman Brandon Souphanavong, Dai Lon Properties, LLC Haley Capri Lindow, SoNo Partnership Mark Vlahovich, Mall Manager / 5th Avenue Mall Wanda Poe, JC Penney John Hendrix, 433 W 9th Ave, LLC Sandra D. Millhouse, 445 W 9th Ave	Daniel Mckenna-Foster - MOA Kristine Bunnell – MOA Jim Winegarner Ryan Givens - Stantec

Interview Questions & Responses – Group 4 – Business Owners and Community Representatives November 16, 2022	
Question/Inquiry	Participant Responses
Affiliation Q.1 - Describe your role/affiliation with Downtown Anchorage.	John – Owns an oil and gas business located at the northeast corner of E Street and 9 th (in the Focus Area). Purchased the property for its location and proximity to other companies in downtown. Shared his concern for a thriving economy (and how it drives other investment). Noted that Anchorage is unique and does not have neighboring cities to draw consumer spending into downtown.
Local Perceptions Q.2.a – Describe what you feel are locals’ perceptions of Downtown in terms of appearance, amenities, safety, and desirability. Q.2.b - Describe the walkability/bicycling perspectives and conditions in Downtown.	John – Shared that downtown is a regional hub (e.g., the conference centers and the Captain Cook Hotel). Suggested that downtown needs to be cleaned up and the municipality needs to address the basics (e.g., creating a clean and safe environment, addressing illegal activity and indecency).
Opportunities	John – Questioned who the municipality is trying to attract (in its redevelopment efforts). Shared a desire for downtown to be a vibrant area. Noted that Anchorage has a five-month

Reference: D Street Area-Wide Planning — Stakeholder Interviews – Group 4 – Business Owners and Community Representatives / November 16, 2022

Interview Questions & Responses – Group 4 – Business Owners and Community Representatives November 16, 2022	
Question/Inquiry	Participant Responses
<p>Q.3.a - Describe the near- and long-term opportunities you see for Downtown in terms of amenities, businesses, housing, and redevelopment.</p> <p>Q.3.b - What land use focus should the City plan for in the AWP Focus Area (e.g., urban residential neighborhood, retail core, office district)</p>	<p>window to attract people into downtown. Acknowledged that there are a lot of unhoused individuals occupying downtown. Recommended that the municipality think of the park strip as an important community asset; recommended that the lots fronting the park should be prioritized for condominium projects.</p> <p>Bruce – Recommended a review of the Roger Brooks study which recommended taking care of the basics first (and an important strategy). Shared that the region has a significant need for housing; the region needs a larger (and diverse) housing stock so businesses can attract and retain a workforce. Acknowledged that construction costs are a barrier to new housing projects.</p>
<p>Land Use Viability</p> <p>Q.4.a – Describe how retail should be planned for the AWP Focus Area (e.g., which streets, tenant space size, tenant focus).</p> <p>Q.4.b – Describe how office should be planned for the AWP Focus Area (e.g., which streets/corridors, tenant space size, tenant focus).</p> <p>Q.4.c – Describe how housing should be planned for the AWP Focus Area (e.g., which streets/corridors, unit sizes, community style, household incomes). Is there a local demand for Downtown Housing? What are the typical rental rates for Anchorage-area Housing?</p>	<p>Bruce – Suggested that small scale and convenience-type retail could be conducive for downtown. Recommended planning for (or focusing retail) along D and E Streets to take advantage of existing enterprises.</p>
<p>Amenities / Capital Projects</p> <p>Q.5.a – Describe the types of amenities that are needed to entice new tenants/investment in Downtown/AWP Focus Area.</p> <p>Q.5.b - What types of improvements and capital projects should the City prioritize to support reinvestment?</p>	<p>John – Noted that downtown streets are generally okay though wider sidewalks would be nice. Referenced Juneau as an example of a community with inclement weather and streetscape elements (or shelters) that protect individuals from the elements. Acknowledged that the 5th and 6th Street corridors may be good candidates for streetscape improvements. Suggested that bus service is not readily utilized but shuttles may have merit to move people around downtown.</p>
<p>Challenges</p> <p>Q.6.a - Describe the challenges to redevelopment, housing, and businesses in Downtown/AWP Focus Area.</p> <p>Q.6.b. – If known, describe whether the current zoning is supportive of urban-scaled projects in the AWP Focus Area (i.e., is zoning a barrier to reinvestment).</p>	<p>John – Noted that construction and project costs are the number one challenge. Suggested that commercial rates are down. Noted that downtown is losing a lot of its anchors. Offered no comment on zoning (as a potential barrier to redevelopment).</p>
<p>Near-term Focus</p> <p>Q.7 – Describe which areas of the AWP Focus Area should be prioritized for near-term revitalization (e.g., where in the Focus Area should the City start?)</p>	<p>John – Recommended that redevelopment efforts aim to tie the museum into the rest of the downtown.</p>

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Project Team – Daniel Mckenna-Foster and Kristine Bunnell

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Reference: D Street Area-Wide Planning — Stakeholder Interviews – Group 4 – Business Owners and Community Representatives / November 16, 2022

Interview Questions & Responses – Group 4 – Business Owners and Community Representatives November 16, 2022	
Question/Inquiry	Participant Responses
Priority Properties Q.8.a - Which properties in the AWP Focus Area do you feel have substantial redevelopment/infill potential. Q.8.b -What types of projects would be ideal for those properties?	John – Questioned whether anything will happen in the Focus Area because of the state’s current economy. Questioned what the municipality wants to achieve.
Recommended Actions Q.9.a – Describe what you feel the City should do to support/entice reinvestment in the AWP Focus Area. Q.9.b – What else would you like you share with use regarding revitalization of the AWP Focus Area.	John – Recommended that the municipality evaluate its philosophy about business retention. Suggested that the municipality needs to address fundamentals to better position downtown and its desirability (e.g., criminal activity occurring). Questioned why the municipality is pursuing this effort. Expressed concern that the state is losing population (which further challenges downtown). Suggested that downtown needs improved aesthetics. Recommended that the municipality fix current problems before it can expect redevelopment to occur. Recommended that the municipality create and grow main corridors and connect major destinations. Bruce – Shared existing priorities for the Chamber of Commerce including: <ul style="list-style-type: none">• Building off recent economic development plans/studies.• Addressing safety perceptions and current conditions.• Planning for new housing (housing is a regional need).• Planning for new downtown wayfinding signage.• Evaluating whether to convert 5th and 6th Streets into two-way corridors (current one-way pairs).

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Project Team – Daniel Mckenna-Foster and Kristine Bunnell

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Reference: D Street Area-Wide Planning — Stakeholder Interviews – Group 4 – Business Owners and Community Representatives / November 16, 2022

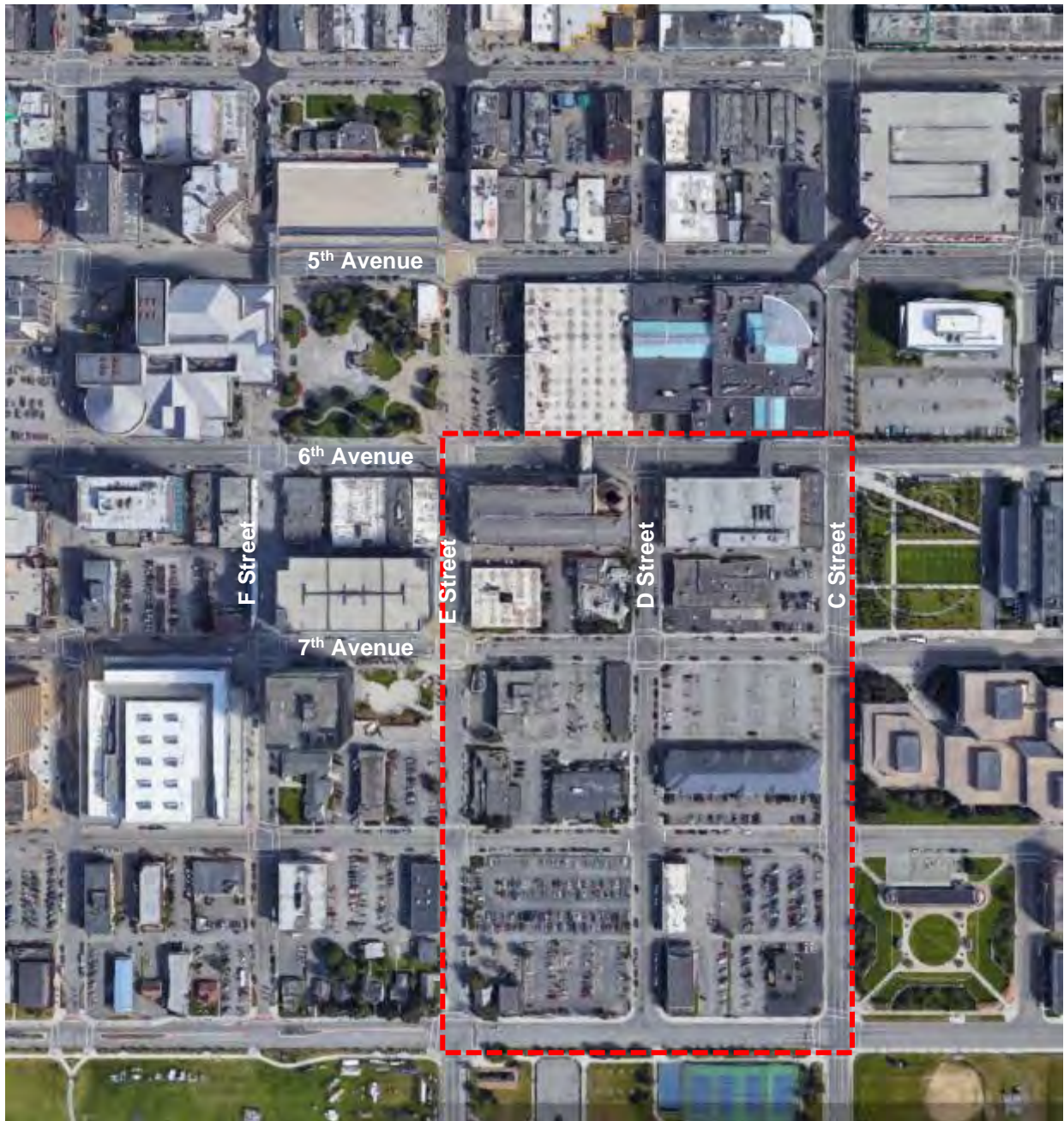


Figure 1 – D Street AWP Focus Area Boundaries (Delineated in Red) Source: GoogleEarth Pro

To:	Project Team / Daniel Mckenna-Foster (Municipality of Anchorage)	From:	Ryan Givens, Planner Ryan.Givens@stantec.com
File:	Municipality of Anchorage US EPA Brownfield Grant	Date:	March 15, 2023

Reference: D Street Area-Wide Planning (AWP) Project – Pop-up Engagement Event Summary
****draft****

The purpose of this memorandum is to summarize the public commentary resulting from the March 3, 2023, pop-up engagement event held for the area-wide planning (AWP) project for the D Street Focus Area in Downtown Anchorage. This work is being conducted as part of the Municipality of Anchorage (MOA) U.S. EPA Brownfield Grant. Eligible activities under the grant include site reuse planning, community engagement, technical studies, and area-wide planning.

1.0 - D STREET AWP OVERVIEW

The Municipality of Anchorage (MOA) Planning Department, the Anchorage Community Development Authority (ACDA), and their consultant (Stantec) are working to identify a vision and action plan to support urban revitalization in the six-block Focus Area defined along D Street between 6th Avenue and 9th Avenue in Downtown Anchorage. This effort builds off the recently adopted “Our Downtown – Anchorage Downtown District Plan”.

The key objectives of the AWP will be to (1) identify property/building conditions and brownfields with redevelopment potential, (2) identify the existing regulatory framework and area conditions, (3) engage with community members and stakeholders to define local priorities and revitalization ideas, (4) exploring redevelopment options for vacant/underutilized properties, (5) identifying supportive capital improvement projects/community amenities, and (6) defining implementation strategies aimed to entice investment and enhance quality of life. The project scope includes a community engagement plan aimed to invite community members, industry advisors, government partners, and MOA departments to actively participate in the AWP process. The main engagement components for the AWP include: (i) a Staff Listening Session, (ii) a series of Stakeholder Group Interviews, and (iii) a Pop-up Community Event. The participant feedback from these events will guide the conceptual design and revitalization recommendations for the D Street Focus Area.

2.0 - POP-UP EVENT OVERVIEW

The MOA, ACDA, and Stantec hosted a pop-up public engagement event on the evening of March 3, 2023 at the Anchorage Museum as part of the First Friday community activities. The pop-up engagement event was intended to be casual in nature; facilitators engaged with event patrons by explaining the AWP objectives and asking for feedback relating to area possibilities and future enhancements (there was not a formal presentation).

The event was planned to obtain local perspectives on a variety of revitalization topics and ideas, featuring an informational table with facilitators, exhibits/graphics, and opportunities for written

March 15, 2023

Project Team / Daniel Mckenna-Foster (Municipality of Anchorage)

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Reference: D Street Area-Wide Planning (AWP) Project – Pop-up Engagement Event Summary ****draft****

comment. Participants were invited to provide feedback on some preliminary revitalization ideas and their aspirations for future redevelopment.

Main Engagement Topics – The pop-up event was structured to obtain participant feedback/sentiments relating to potential revitalization actions in the Focus Area with an emphasis on future development / land uses, streetscape / mobility enhancements, and other amenities. The pop-up engagement event included four (4) full-sized exhibits (or “engagement boards”) to spark discussion amongst the participants and the facilitators and to graphically communicate preliminary ideas for the Focus Area. Participants were asked to affix written notes to each of the exhibits to express their desires/suggestions for the Focus Area. The following describes the exhibits. (See **Attachment A** for the exhibits that were presented at the event – these do not include the participant comments).

- **Topic #1: Existing Conditions / General Needs and Desires** – The exhibit included an aerial photograph with the Focus Area delineated in red. The objective was to provide an overview of existing conditions and allow participants to attach written notes describing opportunities and general community desires for the Focus Area.
- **Topic #2: Preliminary Reuse/Revitalization Ideas** – The exhibit depicted a series of potential redevelopment sites and streetscape designations delineated atop an aerial photograph. The objective was to allow participants to identify what they would like to see developed/provided on each of the redevelopment sites (e.g., commercial, housing, amenities, etc.).
- **Topic #3: D Street Corridor Enhancements** – The exhibit depicted the current D Street corridor and some potential streetscape enhancement ideas (shown as a combination of aerial photographs, representative images, and preliminary conceptual plan illustrations). The objective was to allow participants (a) to express their level of support for the planning ideas and (b) to obtain more general ideas for corridor enhancements.
- **Topic #4: 7th Avenue Corridor Enhancements** - The exhibit depicted the current 7th Avenue corridor and some potential streetscape enhancement ideas (shown as a combination of aerial photographs, representative images, and preliminary conceptual plan illustrations). The objective was to allow participants (a) to express their level of support for the planning ideas and (b) to obtain more general ideas for corridor enhancements.

Reference: D Street Area-Wide Planning (AWP) Project – Pop-up Engagement Event Summary **draft**

3.0 - PARTICIPANT FEEDBACK

The pop-up event participants filled each of the engagement exhibits (boards) with written feedback; some of the feedback aligned with the four topics while other comments applied more broadly to the Focus Area. Additionally, some participants provided verbal feedback to the facilitators (in those situations, the facilitators wrote down the feedback on a notecard and affixed it to an exhibit board on the participants' behalf).

The participant feedback was organized into seven (7) theme categories: *Housing; Land Use & Services; Streets & Mobility; Parking; Open Space & Amenities; Placemaking & District Character; and Artic Climate Planning*. (See **Attachment B** for the exhibits with the participant comments affixed).

The following summarizes the feedback under each category, Table 3.0.a (at the end of this section) lists all the written comments that were affixed to the engagement exhibits and organized under the corresponding theme category.

1. **Housing:** Several comments expressed a need and support for housing in the Focus Area. Many comments suggested mixed-use projects with ground floor commercial services and housing units on the upper floors. There were several requests for affordable housing options. Some housing-related comments expressed the desire to be able to age in place, to live near work, and to easily access key amenities such as grocery stores or public green spaces. Other comments recommended adding roof-top terraces and/or open spaces.
2. **Land Uses & Services:** Many of the participants expressed the need/desire for a mix of land uses that provide a broad range of services. Some comments recommended specific uses which include general retail, coffee/tea shops, restaurants, daycare facilities, an athletic gym, a pharmacy, a grocer, a hotel, and a spa. There were specific recommendations for a Children's Museum (within or near the former Nordstrom department store building) and a community center in the Focus Area.
3. **Streets & Mobility:** Most of the mobility-related comments focused on slowing motor vehicle traffic and improving area conditions/access for pedestrians and bicyclists (with less emphasis on accommodating motor vehicles). Notably, participants provided recommendations relating to wider sidewalks, street trees, and protective shelters – features that would make the Focus Area more walkable. Other comments recommended adding designated bicycle lanes to street corridors and providing bike racks/lockers. There was a suggestion to add accommodations for rideshare services by establishing formal loading/pickup areas. The following summarizes enhancement recommendations to specific street corridors:
 - a. **C Street** – Most comments suggested that wider sidewalks and better pedestrian amenities be added to the corridor. Other comments recommended adding designated/protected bicycle lanes. A few comments recommended that a

Reference: D Street Area-Wide Planning (AWP) Project – Pop-up Engagement Event Summary **draft**

including (but not limited to): an ice castle/hotel, lazy river, ice skating trail/ribbon, skate park, and a variety of sport courts (e.g., basketball and pickleball).

6. **Placemaking & District Character:** Many of the participants expressed the importance to create a definable sense of place and district character. Many comments focused on achieving quality architecture that would be unique to Anchorage and its climate; suggestions included: colorful buildings, brick exterior building materials, outdoor seating/use areas, colonnades (and similar elements), roll-up exterior doors (to connect indoor and exterior spaces), and low-rise buildings. Others requested that art be introduced to the Focus Area.

7. **Artic Climate Elements:** There were several participants that suggested that the Focus Area needs to respond to and celebrate the City’s unique artic climate and weather conditions. Several comments asked that buildings be designed to reduce shadowing effects to Town Square and the public sidewalks (as shadows create cold and icy conditions). There were several suggestions for heated sidewalks to address ice and snow. Many participants acknowledged the need for effective snow removal and storage in the Focus Area. There were specific requests to provide shelter/covering features for pedestrians. There was a recommendation to create an energy district. Two participants provided a written narrative describing how the Focus Area should respond to the City’s unique artic climate (See Attachment C).

Participant Written Responses – The following table lists all participant written comments that were affixed to the engagement exhibits/boards at the pop-up engagement event. These participant comments are organized by the appropriate theme categories (as described above).

Table 3.0.a – Pop-up Event Participant Responses Summary		
Theme Category	Participant Responses	
Housing	<ul style="list-style-type: none"> • No more luxury housing; affordable apartments! • More housing but keep enough parking • Combo condos with offices underneath • Apartments and grocery store • Sub-divide [large blocks] for mixed-use small development • Live where I work • Not another hotel; more affordable housing • Affordable houses • Rooftop [terraces] added for activities • Take care of housing first • Mixed use with restaurants at ground level and housing on top • Mixed-use with housing • Mixed-use with retail at base and apartments on top 	<ul style="list-style-type: none"> • 103A: Housing corridor • 103B: Add small scale apartments • 103B: [replace lot with] Housing • Add housing • Add housing in place of 102B lot • 103A: Housing [with] parking; green plaza • Site 71A: Build European flats with community connection and common space • 7th Ave: add housing with warm colors • Site 71A: Housing near services; mixed use with restaurants • Site 71A: More housing • Site 71A: Mixed use housing • Housing that allows for age-in-place (mixed use) • Housing with gathering spaces

Reference: D Street Area-Wide Planning (AWP) Project – Pop-up Engagement Event Summary **draft**

Table 3.0.a – Pop-up Event Participant Responses Summary		
Theme Category	Participant Responses	
	<ul style="list-style-type: none"> Mixed use housing; lunch traffic restaurants Housing with retail on the bottom [floor] 102B: Add mix of housing options 	<ul style="list-style-type: none"> 102B: Small local grocery with housing on top Quality of living
Land Use & Businesses	<ul style="list-style-type: none"> Mixed-use Need shops, restaurants, coffee shops so pedestrians go to pedestrian walkways! Food trucks [Outdoor] Patio restaurants Space for local stores Coffee shops with pedestrian area Outdoor dining 102B: Tourism activity [generators]; art, local – for winter and summer Childcare with housing Gym Pharmacy walkable to downtown Large daycare facility Increase local diversity 	<ul style="list-style-type: none"> Area should be promoted using “Winter City Community” 102B: indoor food World Market (retailer) Trader Joe’s Chick-Fil-A Hotel and recreation center; Korean spa Korean spa! Metsker Maps (retailer) 102B: Indoor play area for kids under 7 [years old] 8th Ave and D Street: Children’s museum and/or large clothing retailer 8th Ave and D Street: Community center; dance hall
Streets & Mobility	<ul style="list-style-type: none"> Bike lane in the middle [of 7th Ave] like a boulevard No cars – walking space only [on 7th Ave] Over street walkways like Toronto Design should emphasize non-motorized vehicles Bike parking Pedestrian overpass Make D Street a pedestrian corridor – “no cars” Close D Street to cars Bike lanes Slow traffic with sidewalk – protected bike lane Pedestrian-only street with cute boutiques – bike lanes More protected bike lanes Sidewalks important; integration of bicyclists Space for pedestrians; sidewalks and bike lanes Protect pedestrians from snow Protect pedestrians from wind Better disability access on streets – especially in winter Convert D Street to pedestrian corridor Pedestrian-only D Street; build interest Bike lanes [leading] to park strip 	<ul style="list-style-type: none"> Separated bike lanes on major roads C Street: make it walkable C Street: add protective bike lane E street: dedicated bike lane with barricades E street: protected bike parking E Street: bike parking 8th Ave and D Street: add pedestrian skybridge 8th Ave and C Street: add pedestrian bridge 7th Ave and C Street: Add bike lanes 7th Ave and C Street: raised pedestrian walkway 7th avenue: non-driving street Thoughtful bike planning with racks, cover, security Make D Street a destination to walk to D Street: add some green Connect the street to the Town Square Park 7th Ave and D Street: Meeting place opportunity Streetscape should accommodate transportation as a service (i.e., Uber, Lyft); setting aside designated

Reference: D Street Area-Wide Planning (AWP) Project – Pop-up Engagement Event Summary **draft**

Table 3.0.a – Pop-up Event Participant Responses Summary		
Theme Category	Participant Responses	
	<ul style="list-style-type: none"> Bike planning: connect to larger bike network 	<ul style="list-style-type: none"> areas of curb space for drop-off and pickup 8th Ave: improved transit
Parking	<ul style="list-style-type: none"> 102A should remain as parking lot 102B: shared parking M-F 6am-6pm; Sat/Sun free parking Site 77: Parking garage Site 77: parking garage Site 71A: New development; demolish parking lot 	<ul style="list-style-type: none"> Site 78B: Lighting; parking lots coming from convention or bar 103A: Add bike parking racks and lockers Underground parking; less pavement more green and pathways Secure bike parking
Open Space & Amenities	<ul style="list-style-type: none"> Ice castle / ice hotel Lazy river and ice skating trail Giant slingshot ride “Ice spectacular place” Create more vibrant winter space in Northeast corner; ice rink Water park/amusement park Outside playground all-season Festival space Indoor skate park Outdoor skateboarding and basketball like Venice Beach Bicycle pump track and ice rink Carnival 	<ul style="list-style-type: none"> More pickleball Public restrooms Block party foot traffic all ages; music, food, art, dance; blues on the street Green space saves lives! More public space/park areas Public kids park space Lots of greenery Public park; outdoor events venue More green space, more people Site 71A: make parkside district US Courthouse building: add gardening terraces to Level 1 and 2
Placemaking & District Character	<ul style="list-style-type: none"> Establish a sense of place More art No sad cookie-cutter boxy millennial apartments; please retain some sense of character Safe, inviting space to walk through Create unique sense of northern place Outdoor seating at restaurants Colorful paint in northern city Need streetscape designs for all seasons 	<ul style="list-style-type: none"> Brick [material]; warm, inviting housing Shorter buildings on 9th, taller buildings towards 6th Promote use of colonnades for blocks proposed for full lot width development Paint buildings in different colors and plant lots -of trees Pretty flower garden Make it an oasis from noise of cars; museum park
Arctic Climate Elements	<ul style="list-style-type: none"> Shadow mitigation Add winter landscaping elements Need snow melt cisterns Energy district Roll-out awnings for inclement weather Heated sidewalk Heated sidewalks 	<ul style="list-style-type: none"> Demolish [certain old buildings] Building with warm colors Awnings to protect from rain and snow South-facing entrances Historic/modern look mixed use Every entrance needs to have arctic entry; need to face sunlight Add arctic entries to buildings

March 15, 2023

Project Team / Daniel McKenna-Foster (Municipality of Anchorage)

Page 8 of 8

Reference: D Street Area-Wide Planning (AWP) Project – Pop-up Engagement Event Summary **draft**

ATTACHMENTS

A – Engagement Exhibits/Boards (with participant comments affixed)

B – Anchorage as a Sub-Arctic Community (provided by event participants)

VISITATIONS:

"NOVA"
North of
the Park

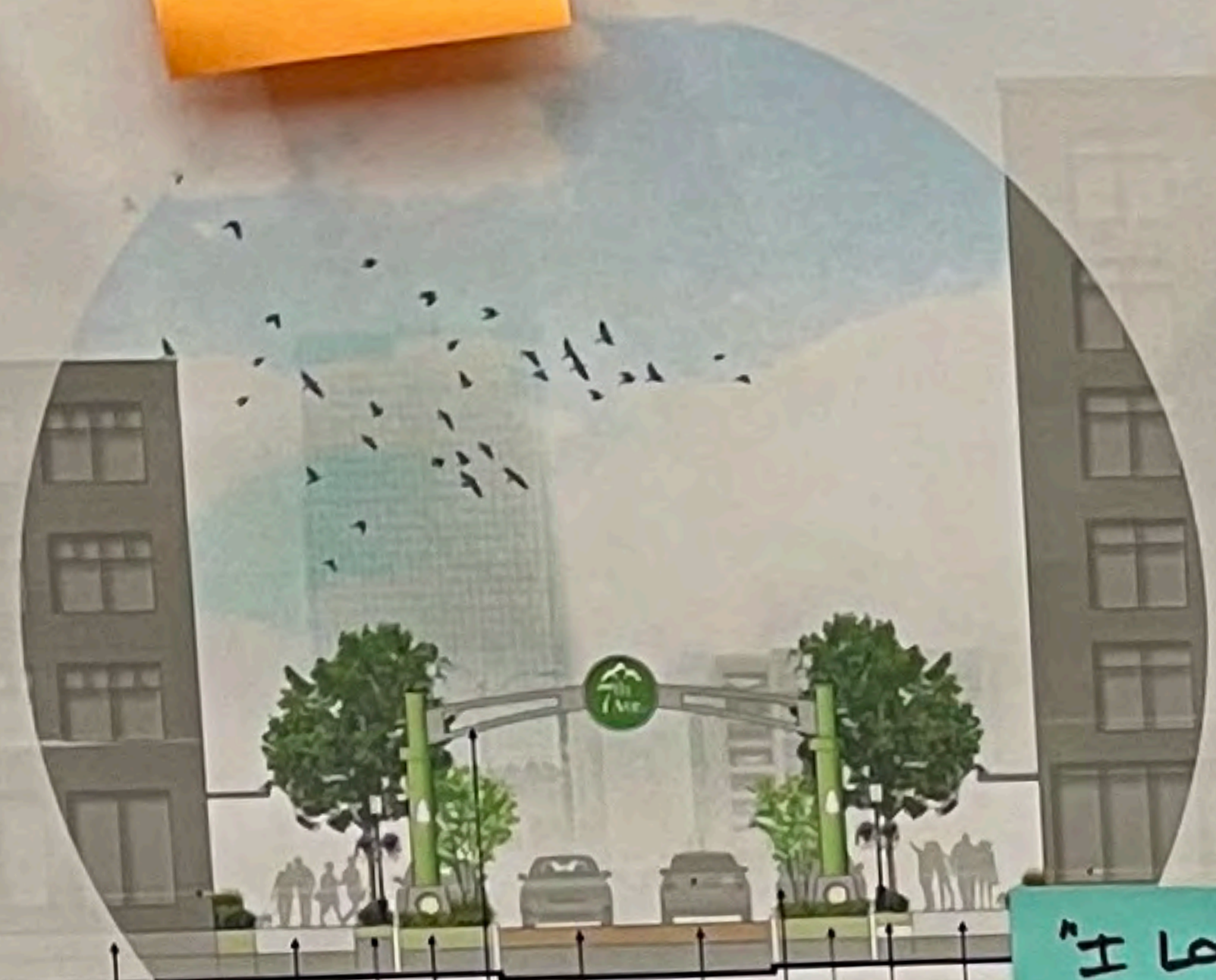
D street
"Parkside"

NEED SPECIFIC
SOLUTIONS AND
RECOMMENDATIONS
TO SHADOW
MITIGATION

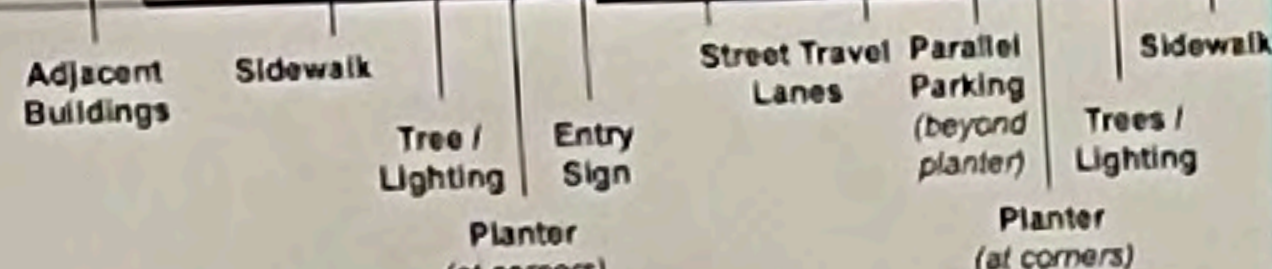
NEED TO SHOW
WINTER
CONSCIOUS
ELEMENTS

Bike
Parking

NORTHERN
CITY
DESIGN



Existing Streetscape



Cross Section Design

"I LOVE
THE SIGNS"

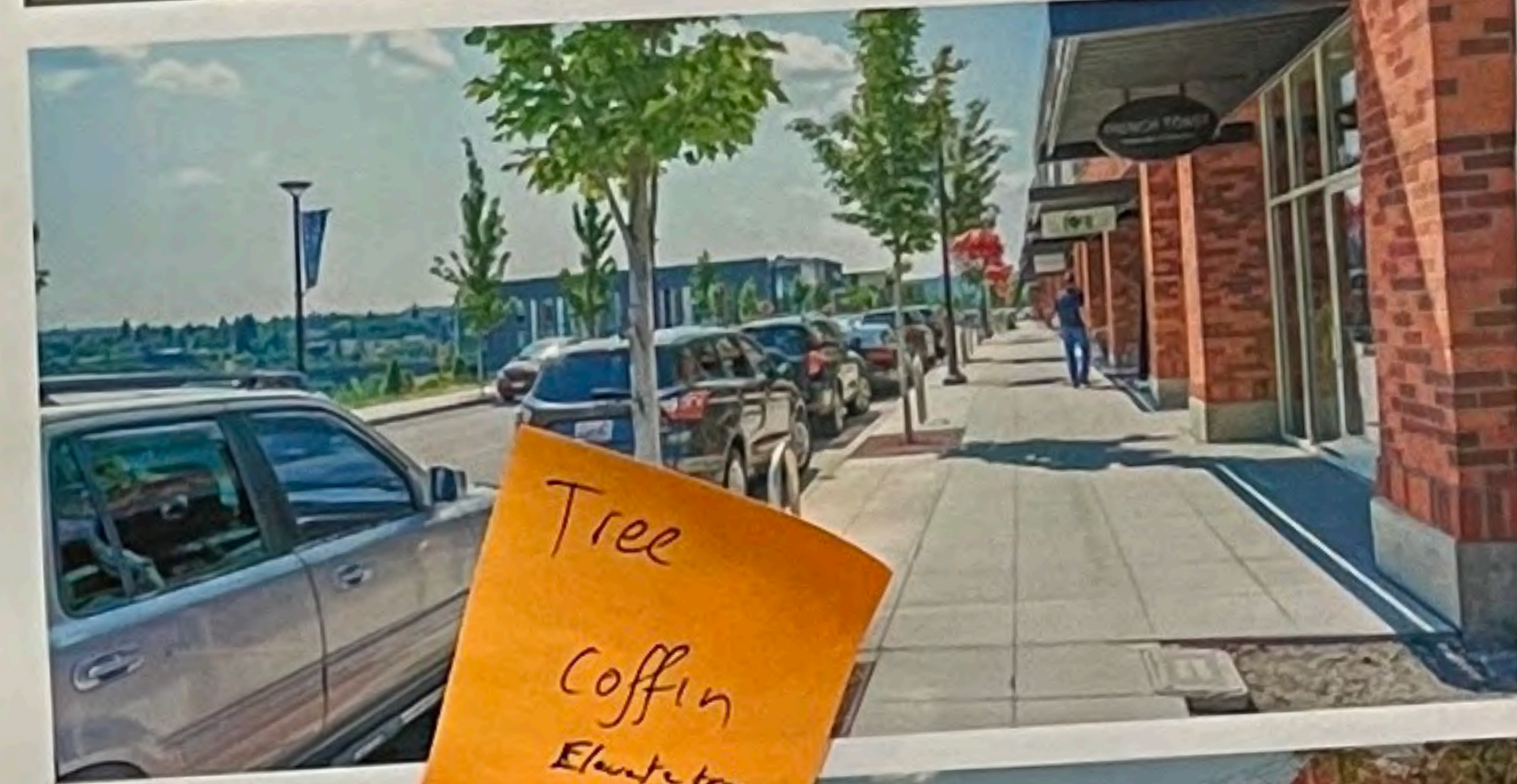
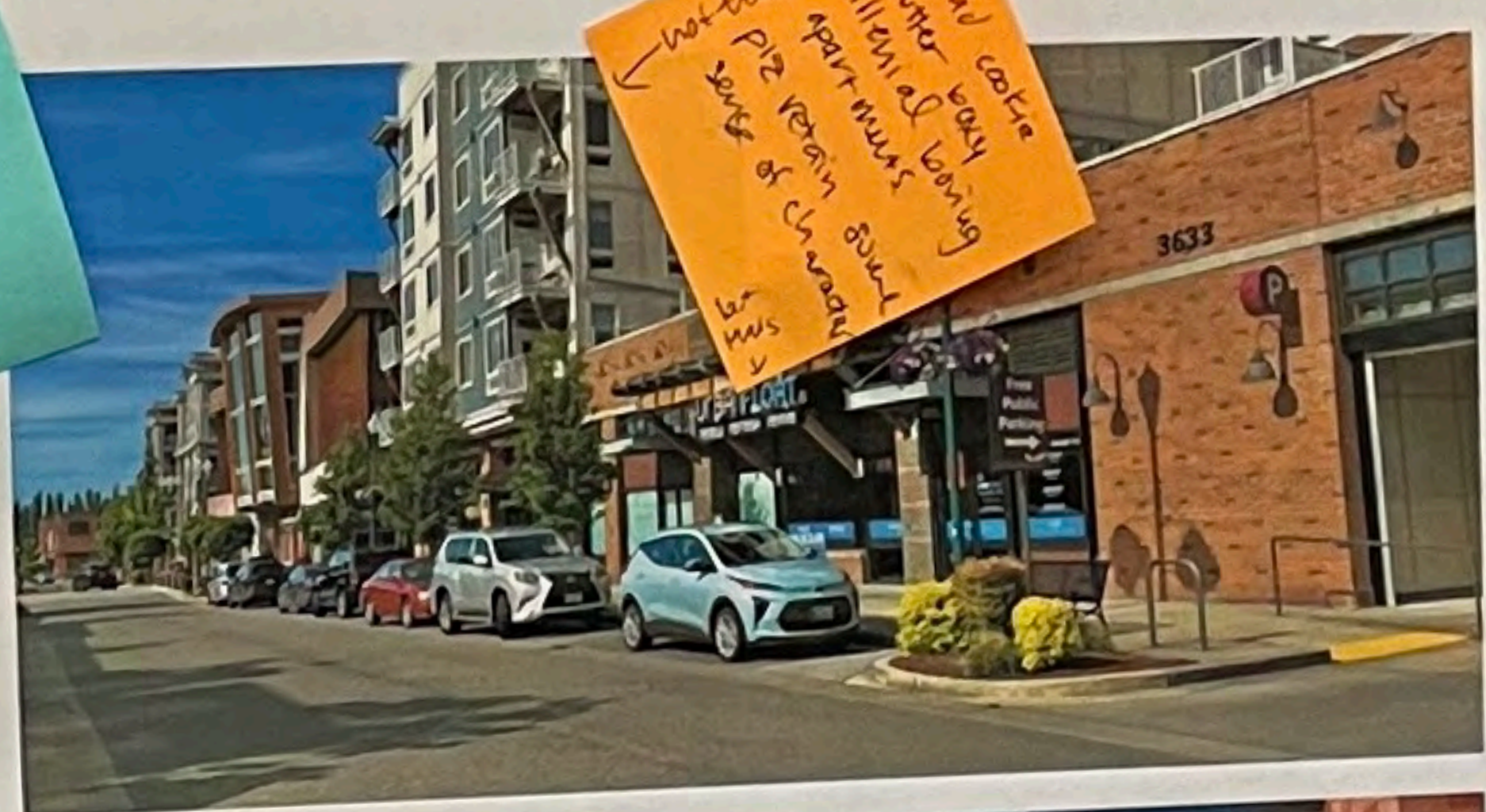
MORE
ART

Wanting to see more
walkable streets
with more trees
and greenery
like in
Seattle or
Portland

Green
space saves
lives!

ESTABLISH A
UNIQUE SENSE
OF NORTHERN
PLACE

DEFINE
"NORTHERN
PLACE"



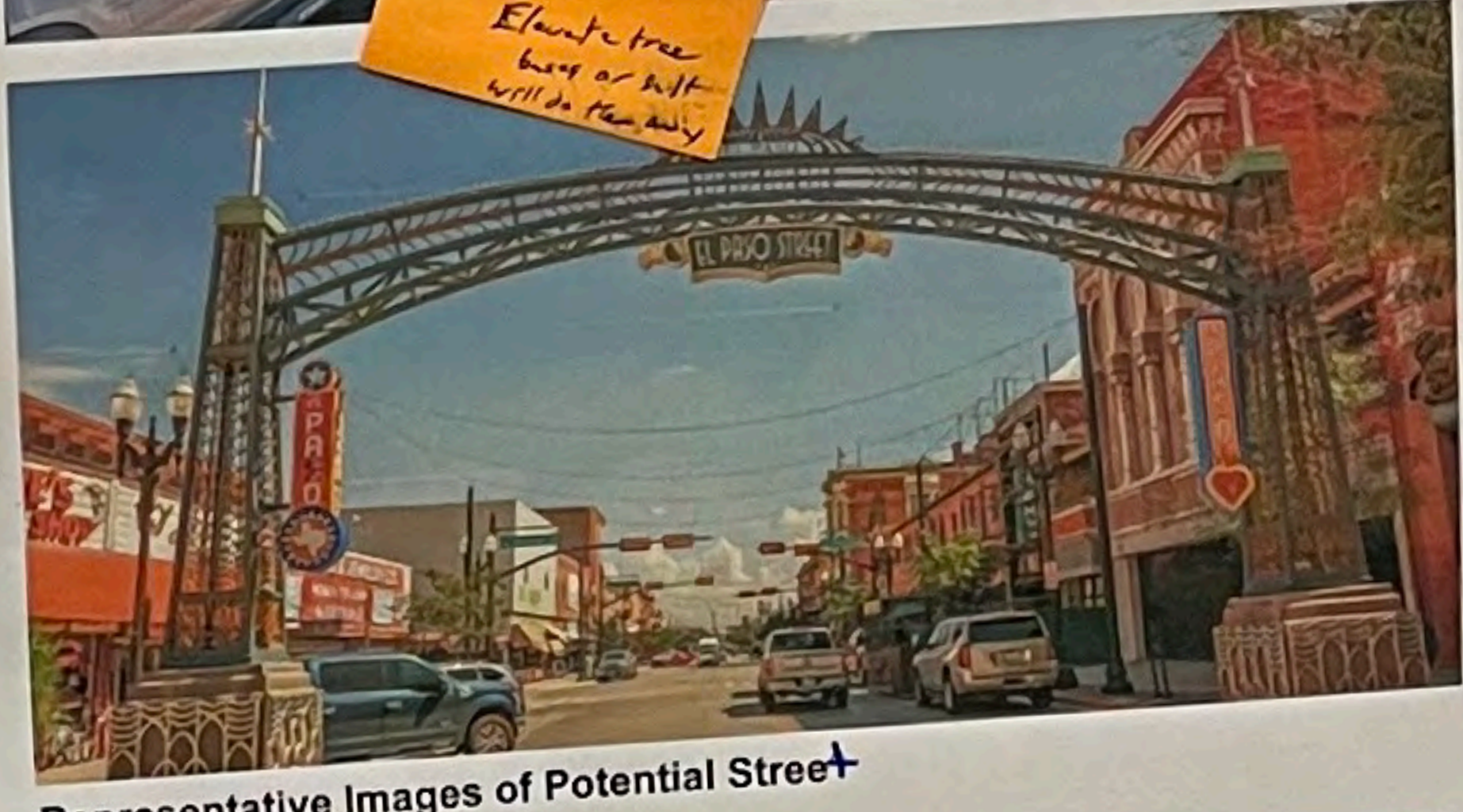
Tree
Coffin
Eliminate tree
cut or kill
with feasibility

More public
space/park
areas

PROMOTE USE OF
CORRIDORS FOR
BLOCKS PERMITTED
FOR FULL LOT WIDTH
DEVELOPMENT

NEED A DISCRETE
OF SNOW MELT
SYSTEMS

Existing Streetscape



Representative Images of Potential Street



Potential Streetscape Design

WHAT SHOULD BE INCLUDED IN A POTENTIAL 7TH AVENUE REDESIGN?

Bike Lane
in the Middle
like a
BLVD.

Street
Trees!

No
CARS
walking
space only

Need shops,
restaurants,
coffee shops
so go destinations
(weekends)

DESIGN SHOULD
EMPHASIZE
NON-MOTORISED USES
- WALKING - BIKING

STREETSCAPE SHOULD
ACCOMMODATE
TRANSPORTATION AS A
SERVICE i.e. Uber,
Lyft
- STAYS SIDE OF ROAD
REAR OF CURB SPACE
FOR DROP OFF - PICKUP

Colorful
paint in
northern
city

More Housing
but
keep enough
Parking

NO MORE
LUXURY HOUSING
AFFORDABLE
APARTMENTS!

more street
walkways
like Minneapolis
& Toronto

Food Trucks

ALASKA CENTER FOR THE PERFORMING ARTS

TOWN SQUARE PARK

Combo Condo's w/offices under

Quality of living

5TH AVENUE MALL

Heated Sidewalks

Live where I work

Point buildings to address corners and plant lots of trees

Pedestrian overpass

Hotel & Recreation center Korean spa

Chick-FIL-A!!!!

MAKE D STREET PEDESTRIAN CORRIDOR w/ the CRASH

Childcare w/ housing

Demo

PARK PUBLIC EVENT OUTDOOR VENUE

Water/amusement park

Outside Playground all season

FESTIVAL space

(2 second track)

Roll-over Announcements for incident w/

Slow TRAFFIC w/ signage w/ protected BIKELANE

LINNY PACILLO PARKING GARAGE

TRADER Joes

Secure Bike Parking

indoor skate park

Close Dist to CARS

ice SPECTACULAR PLACE

DENAINA CIVIC AND CONVENTION CENTER

Space for local stores

Lazy river & ice skating trail

Energy District

Block Party food traffic all ages - Music Food Arts Dance on the Blues on the street

Bike Lane Giant SlingShot Ride

U.S. COURTHOUSE & FEDERAL BUILDING

WORLD MARKET

Public kids Park Space

Outdoor skateboarding & basketball like Venice Beach

Yes

Under ground parking From less pavement more green & fun

Wheelchair ramp

Mixed use

MENSKER MAPS

Korean Spa!

w/ Bicycle Pump Track & Ice rink

SUB-DIVIDE FOR MIXED USE SMALL DEVELOPMENT

Under GROUND PARKING

Ice Castle / Ice hotel

Pretty Flower garden

Public Restrooms!

Patio restaurants

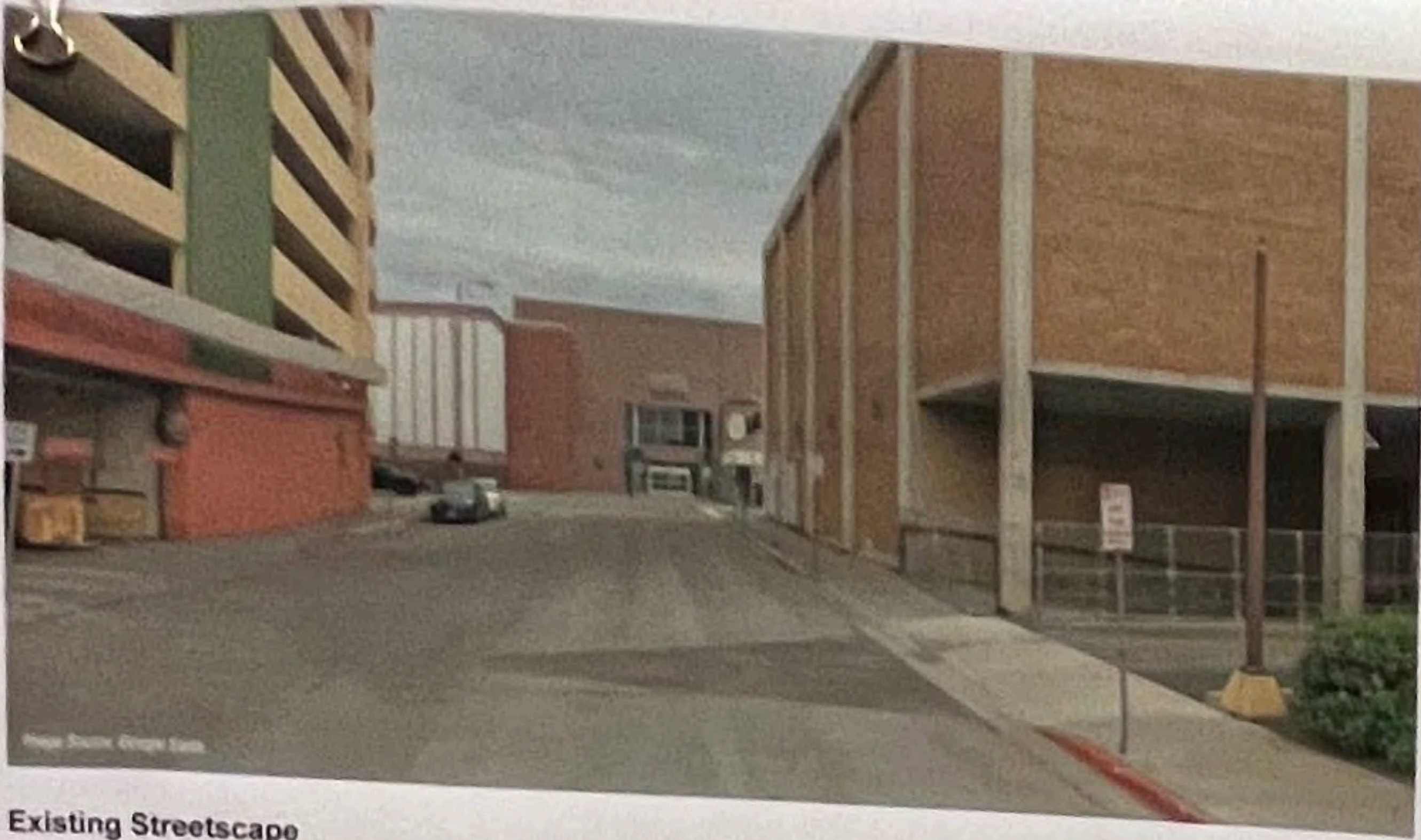
More Pickleball

Heated Sidewalk (use of, please sources to determine efficiency)

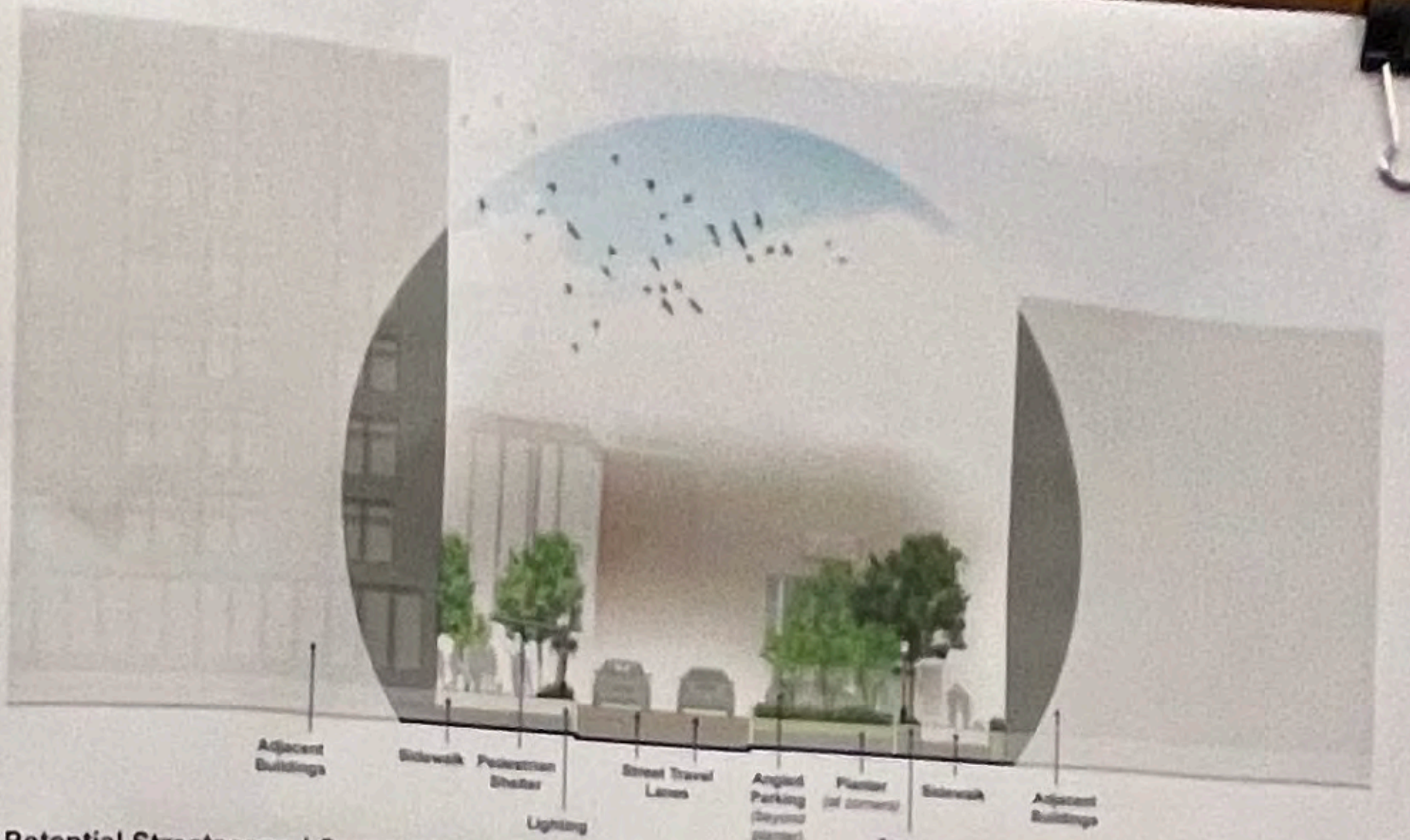
D Street Area-Wide Planning Focus Area - Existing Conditions

DRAFT - For Discussion Purposes Only

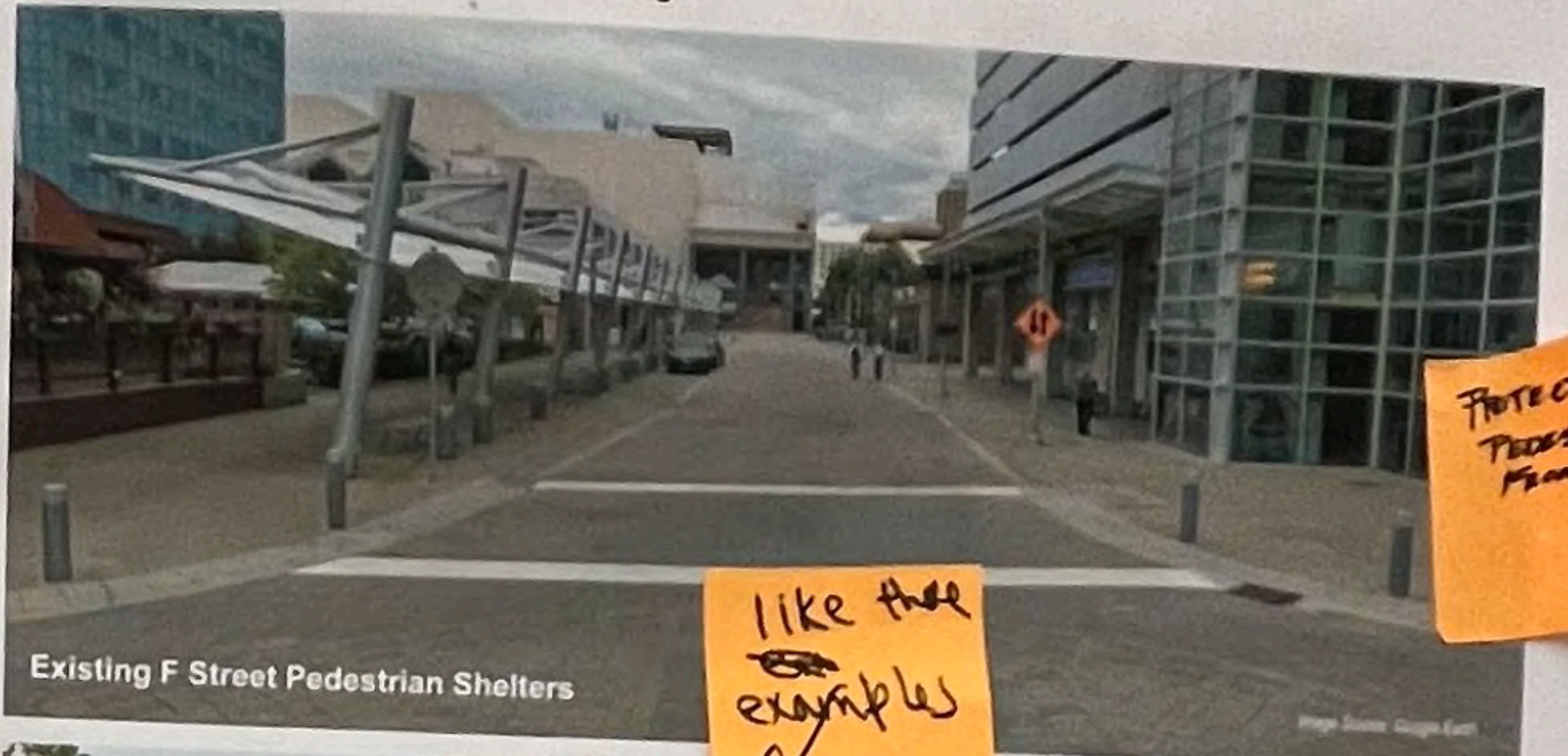
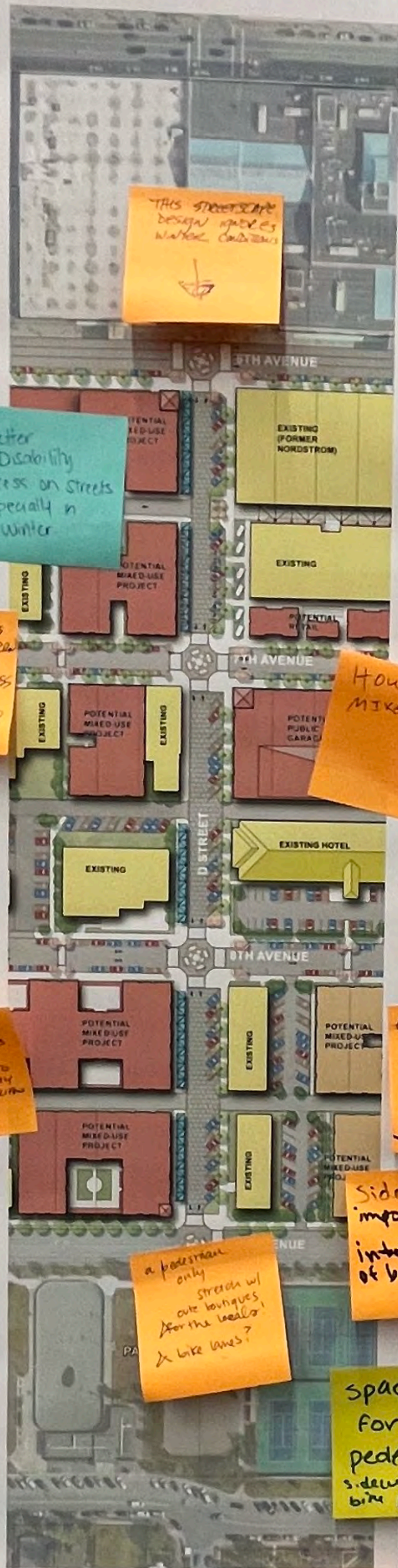
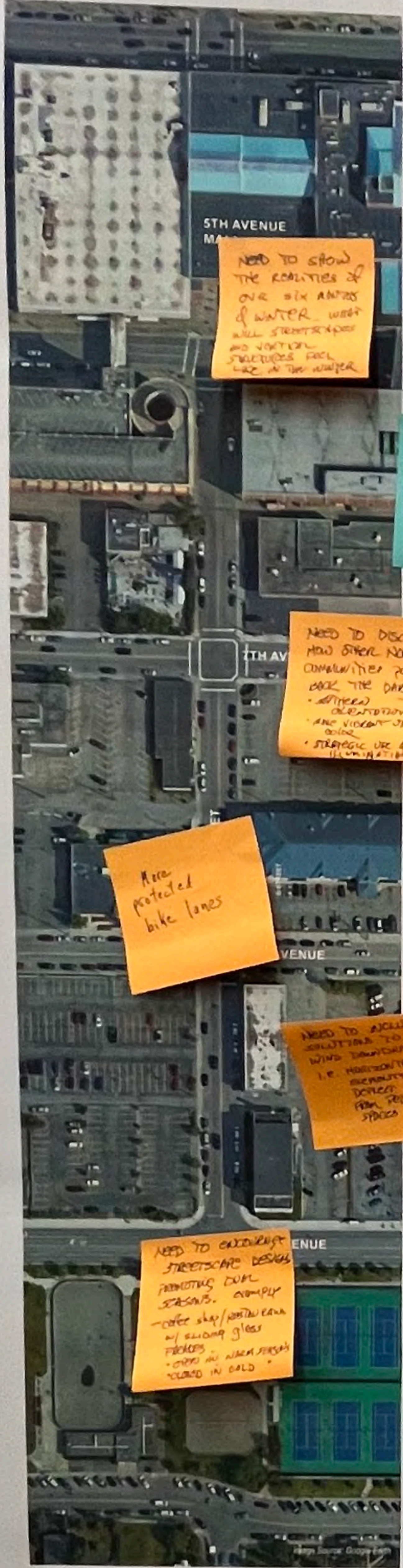
Version: 2023.02.27 Anchorage, Alaska



Existing Streetscape



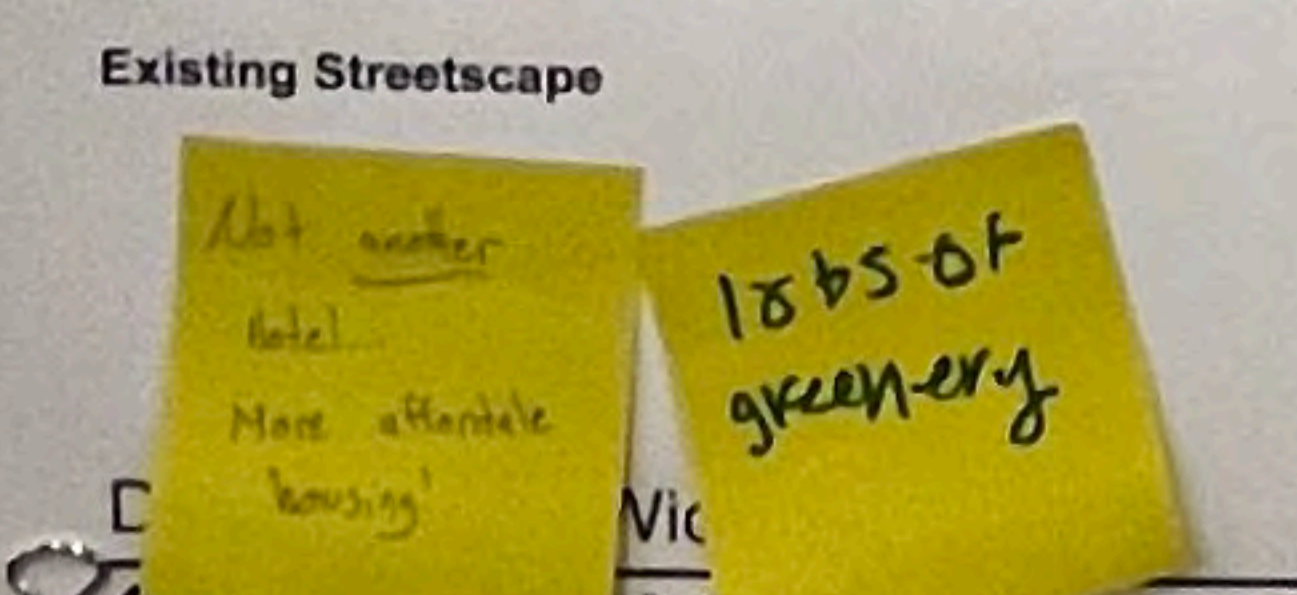
Potential Streetscape / Cross Section Design



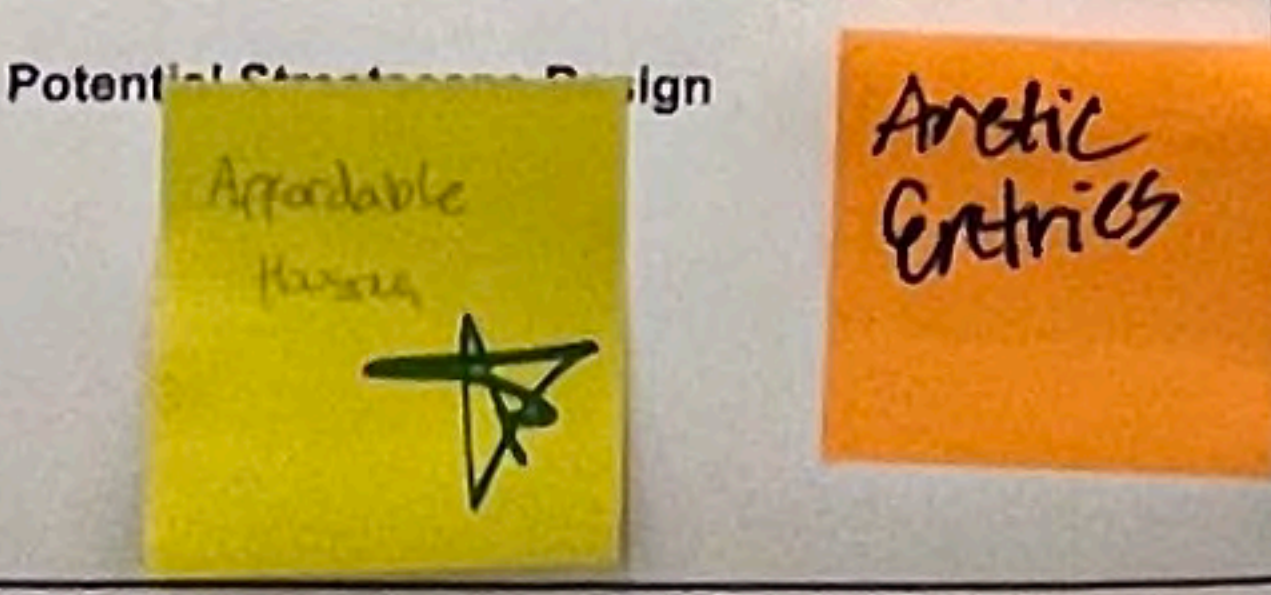
Existing F Street Pedestrian Shelters



outdoor seating!



Existing Streetscape



Potential Streetscape Design

Conceptual Streetscape Option: D Street

NEED TO SHOW THE REALITIES OF OUR SIX MONTHS OF WATER WEIR AND WINTER SOLUTIONS FOR WALK IN THE WINTER

THIS STREETScape DESIGN NEEDS WALKER FRIENDLY

Better Disability Access on streets especially in winter

NEED TO DISCUSS HOW OTHER NORTHWEST COMPANIES ROSE ABOVE THE DARKNESS - ADDRESS OBSCURITY AND VISION OF A STRATEGIC USE OF ILLUMINATION

Area protected bike lanes

NEED TO INCLUDE SOLUTIONS FOR WIND TUNNELS I.E. POSITIONING OF BUILDINGS TO DIRECTLY AVOID FROM TUNNELING EFFECTS

NEED TO ENCOURAGE STREETScape DESIGN PROMOTING FOUR SEASONS. EXAMPLE - COFFEE SHOP / PORTA PAVILION W/ SEATING / STREET FOLDERS - OPEN IN WINTER / CLOSED IN WARM

a pedestrian only street w/ one boutique for the local? & bike lanes?

HOUSING MIXED USE

Warm Colors Bids

Pedestrian only street on a bigger space build infrastructure

Short Builds on 9th taller -> 6th

PHARMACY suitable to down town

Outdoor Dining

Make D Street better than what we have more green space, more park

Safe, inviting space to walk thru needs mixed use at level

Make it an oasis from noise of cars - i.e. Arch. Museum Park

Sidewalk - important integration of bicyclists

#2 #5 Housing Retail Bottom Apartments on top

Housing Retail Bottom

Block #3 Warm Inviting Housing 1st floor retail

D Street Convert to pedestrian corridor

Now Storage / Bigger housing on side

Mixed use housing on side lunch traffic restaurants

historic/modern look - #2 mixed use - our downtown plan

space for pedestrians sidewalks bike lanes

Aiming to protect from rain snow incorporates safety - transparency

Roof tops added for activity

Want to people who live in the area want to take care of building first

D Street needs to be a destination # to walk to All housing hotel

D Street 1st Floor - Restaurants ethnic housing on top

every entrance needs to have arctic entry entrance need to face sunlight

Arctic Entries

South facing entrances

Not another hotel. More affordable housing

18bs of greenery

Affordable Housing



D Street Area-Wide Planning Representative Images - Urban Buildings B



Connect to Downtown

Connect to the "Main Downtown"

NOLA ^{North} _{Side} District ^{North} _{Side}

Add Skybridge

HOUSING NEAR SERVICE MIXED USE / RESTAURANTS

ADD BIKE LANES

IMPROVED TRANSIT

New Day demo

Children's Museum Nordstrom or JCP

Government Center to Dance Hall

Pedestrian Bridge

NEED TO STAY DIVERSITY OF OUR SUB-ARTIC LOCATION + SERVICE SPACE + WAITER SPACE

Build (Common) Euro-train Flats w/ Community connection

more housing

ADD SOME GREEN

Mixed use housing

Lighting Parking lots coming from Convention or Bar

#10 meeting place sample

Non-Driving Street 7th Ave

Park Garage

CREATE MORE "WALKER SPACE" I.E. SIDEWALKS, CROSSWALKS, AND OTHER "TRANSITION" AND "ADAPT" I.E. STAIRS, RAMP

protected Bike Parking

E Street Dedicated Bike Lane, Art Space

GROCERY STORE

MAKE IT WALKER FRIENDLY

Bike Parking

Small local grocery w/ housing on top

NO! Angled parking

Vacant Bldg. Housing?

Lit Crosswalk Raise sidewalks

ADD A MIX OF HOUSING OPTIONS

Large Daycare Facility

Indo Play Area For Kids under 7

Natural Housing Corridor

Sub-area should be promoted as a "walkable city" community

Shared Parking M-F 9am-6pm Sat/Sun. Free

Indo food Cart + Caping

102.A should remain a parking lot

Tourism Activity Art, Local Winter Summer

ADD HOUSING

Housing Lower lots 102.B

ADD STREET TREE

ADD SMALL SCALE APARTMENT

Housing

BIKE LANES TO PARK STRIP

Small Scale Housing

D Street Area-Wide Planning Focus Area - Preliminary Reuse Ideas

DRAFT - For Discussion Purposes Only

Photo Pedestrian From Sign

or op!

may

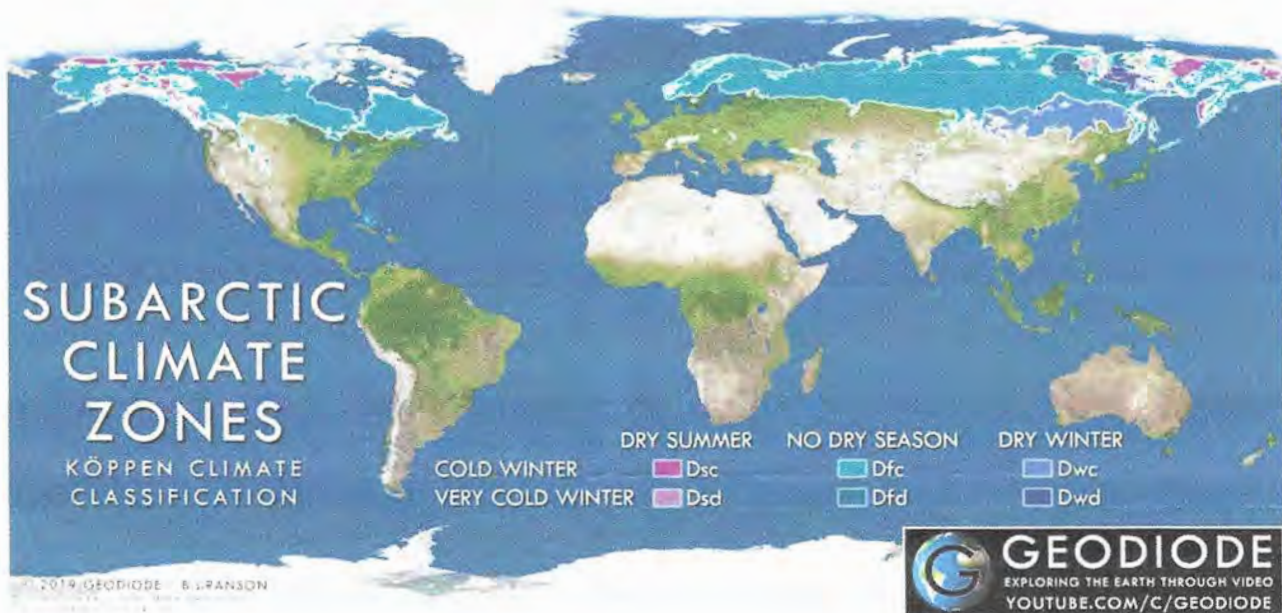
+

have have by

aka

Anchorage as a Sub-Arctic Community

The subarctic climate is found exclusively in the Northern Hemisphere between 50 and 70 degrees of latitude, in the interior of continents. There are no subarctic conditions in the Southern Hemisphere due to the absence of large land masses at the equivalent latitudes. The characteristic features of a subarctic climate are short, mild summers with temperatures that can go as high as 30 C and long, cold winters with the temperatures going as low as -40 C.



Subarctic North America

The Subarctic area of the North American continent covers most of Canada and Alaska. (see Figure 1) It is the northern section of the near-arctic realm with four sub-realms as defined in the Bioregions 2020 framework -- Greenland, Canadian Tundra, Canadian Boreal Forests, and Alaska -- containing nine bioregions in total. Greenland consists of a single bioregion defined by ice with coastal tundra, and the Canadian Tundra is also defined as one large bioregion. *Alaska* contains three bioregions, including the Far Northern Pacific Coast, which combines temperate conifer forests and coastal ice fields and is home to grizzly bears, wolves, puffins, salmon, and orca whales.

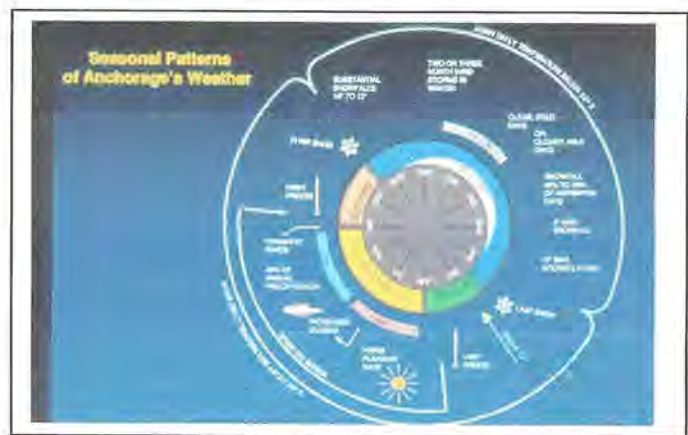
Subarctic climate in United States

Alaska, located in the topmost northwest part of the continent, has arctic and subarctic climates. While much of the economic wealth produced by the State's economic activity is located in the far north Arctic region, the majority of the population is located in the sub-

arctic region. Most of Alaska's population is located in the south-central part of the State. The Alaskan summers are short and cool, with temperatures averaging 17 C. The winters are shaped by the degree of earth's tilt as it circles around the sun. Shadows come early to the sub-arctic and they stay late. They follow the Sun and are linked on a practical level with the Autumn and Spring Solstices. **Winter** is seven months long and composed of four sub-seasons: *Early Winter* (mid-October through end of November) when less sunlight is noticeable and temperatures start to creep below freezing on a regular basis. *Deep Winter* (December through mid-January) when darkness dominates during the long nights and short days and temperatures are quite below freezing. *Late Winter* (mid-January to early March) when the Sun begins to return to the northern lands, temperatures start to rise and Alaskans prepare for the upcoming non-winter. *Break-Up* (mid-April to May) when the heat of the ever-rising Sun melts the winters accumulation of snow and ice. Temperatures are consistently above freezing during the day, causing rapid transformation of winter and challenging how one drains the water. By the end of May, the ground has warmed sufficiently to allow for plantings to occur.

Alaska historically has very little precipitation, most of which comes in the winter in the form of snowfall and during the post-summer period into the November storms rising up from the western Pacific. Short Summers (typically three weeks on each side of the summer solstice) are mostly dry with only occasional rain during the periodic thunderstorm. On clear nights during the Alaskan winter, and depending on sunspot activity levels you can have some pretty spectacular displays of the northern lights. The only other part of United States that has a subarctic climate is the High Rocky Mountains in Colorado, Wyoming and Montana, with similar temperatures to those in Alaska.

The North American continent has only one major metropolitan area (>200,000 population) in the sub-arctic - Anchorage, Alaska. This means there is no other similar sized community in North America that shares its unique urban challenges. The reality of this physical placement on the planet means the Anchorage community must develop innovative solutions to its sub-arctic circumstances.





anchorage
community
development
authority



Building Our City's Future