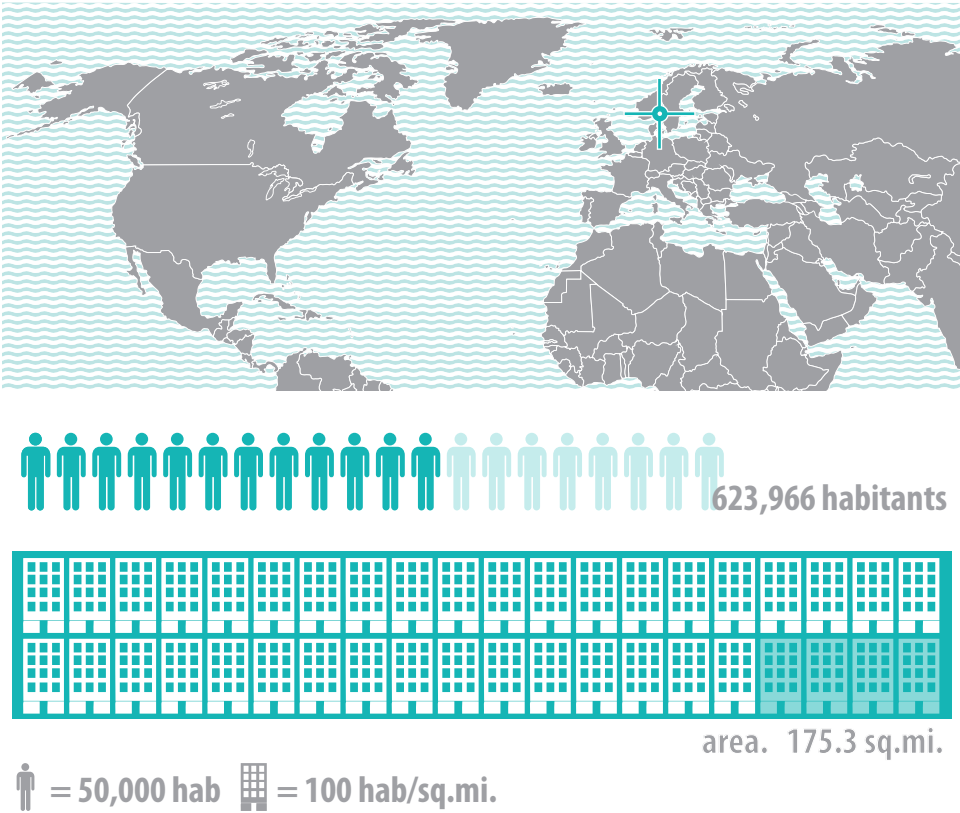


APPENDIX

- 8.1 Case Studies
- 8.2 Public Comments Documentation
- 8.3 Open House Summary Notes
- 8.4 Station 1
- 8.5 Station 2



8.1 CASE STUDIES

OSLO- Fjord City

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

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

The expansion of downtown along with exciting cultural and



recreational facilities to create a chain of public attractions offering a wealth of content.

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

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

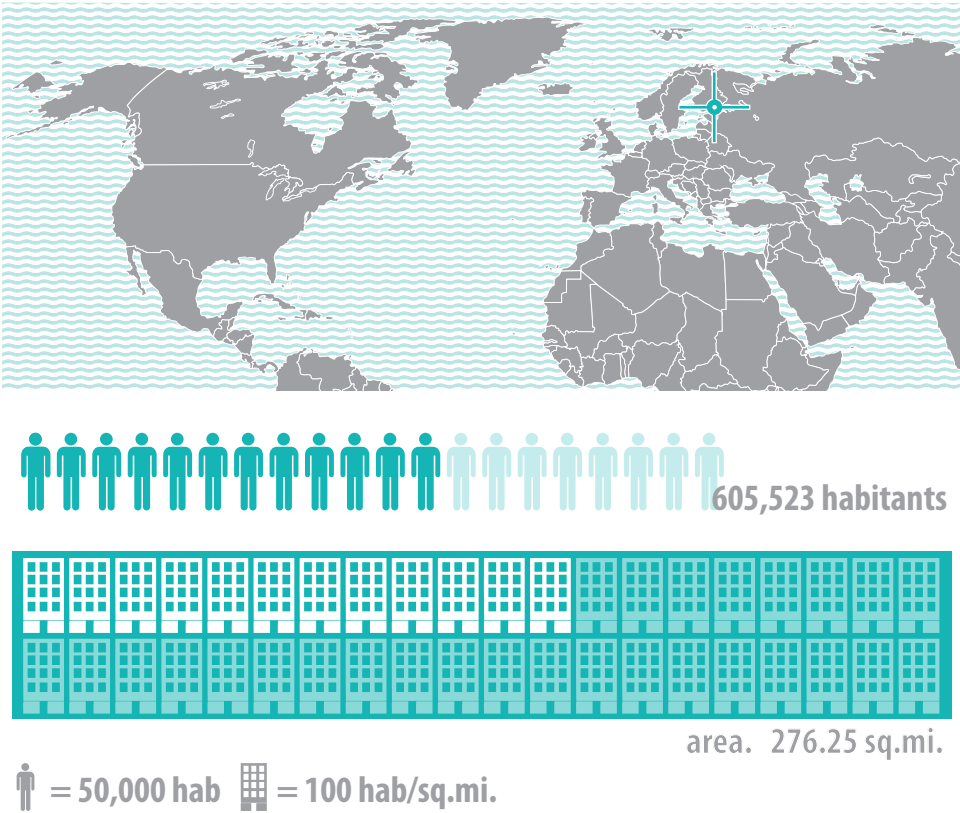
This plan was considered the “Decision of the century”: A comprehensive urban restructuring of downtown area and waterfront. Fjord City revitalized, created a sense of pride and belonging and ensured public access to the waterfront. Oslo’s vision for its waterfront:

- Sustainable development: regional perspective implies solutions that balance increase density and open recreational areas.
- Fjord City Tram: will revitalize the waterfront providing and expanded local public transport system.
- Harbor promenade: comprises a new consecutive program for recreation and leisure along the waterfront

- Parks: will function as attractions and regional recreational programs.
- Canals: will recreate an unbroken waterfront and will give a new vitality to the areas located behind.
- Ferry terminals: will be integrated into the urban development.
- Diversity in use of land area: ensured through attractive areas for trade and industry, culture, recreation and dwellings.
- Height of Buildings: kept at a moderate level and adapted to the scale of the neighboring areas.

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

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



Helsinki, Norway

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

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

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

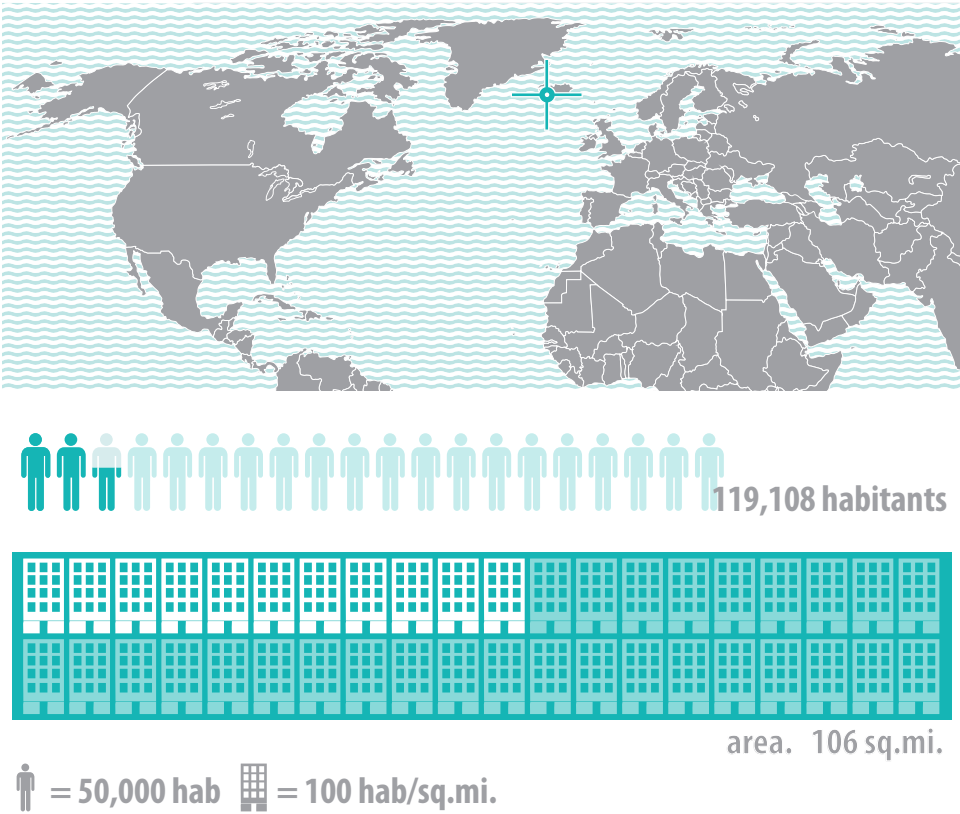
- The creation of an unique identity for each area.
- Have an uniform height, around 7 stories with few high rise building(mostly hotels), but lower story buildings are built around pedestrian paths.



- Have a cultural and active urban environment alongside the city center. All neighborhoods are 10 minutes away from the city center.
- An extensive unbroken green belt that will link the residential blocks. The landscape will have diverse possibilities for recreation and play.
- A main pedestrian and cycle route will pass through and will lead to other parks and to the waterfront.
- The parks area will be above the elevation of existing terrain on earth fill to allow light traffic bridges to span the main roads. All the parks and public spaces are designed to be fully accessible to all residents.
- Residential and workplace areas are a distinctive part of the city center.
- Parking is situated in underground facilities, but the city emphasizes the mobility through public and light transportation.
- The Hanasaari B coal power plant from 1974 will continue to operate in Kalasatama until the end of its planned lifespan, but

it’s appearance was modified by Architect Timo Penttila to visually reduce its size. Suvilahti power plant functioned until 1976, now is historically protected and now is the center for a new circus and theater.

- The former oil terminal and industrial area, once off-limits to the public is being transformed in to a contemporary residential and recreational neighborhood. It will be connected to the city center by 3 bridges designed for trams, pedestrians and cyclists.



Reykjavik, Iceland

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

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

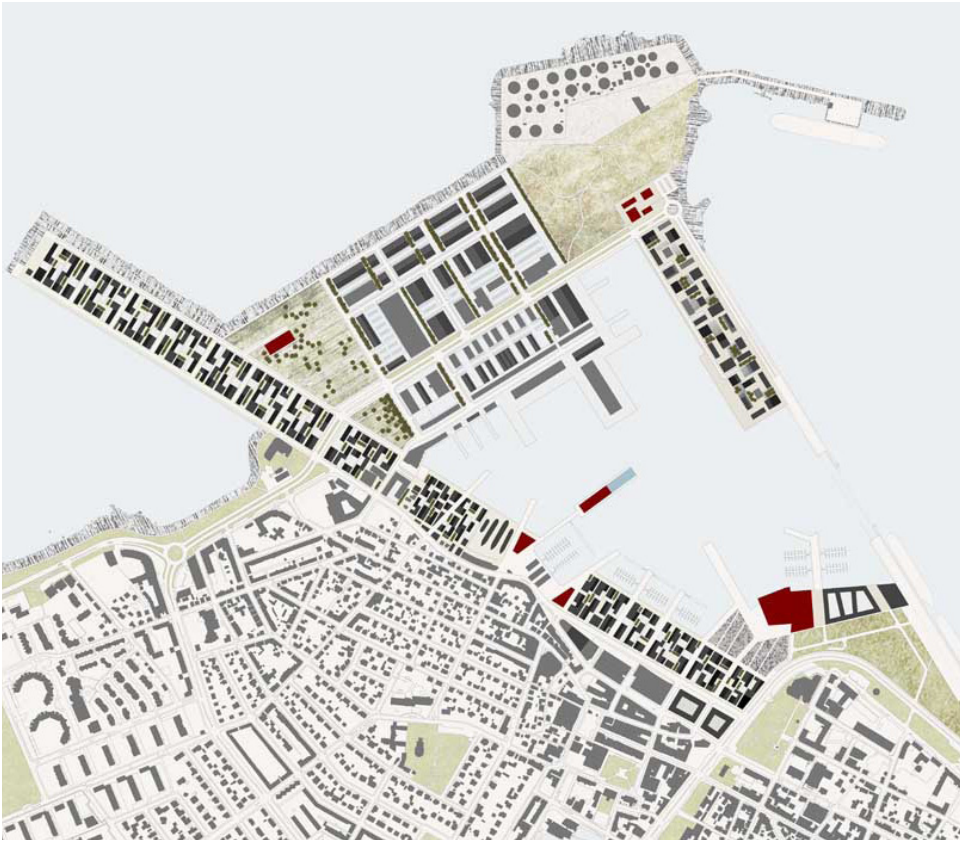
Currently the harbor is home to a range of industrial and commercial activities; such heavy traffic acts as a barrier and make the route an unattractive prospect for pedestrians.

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

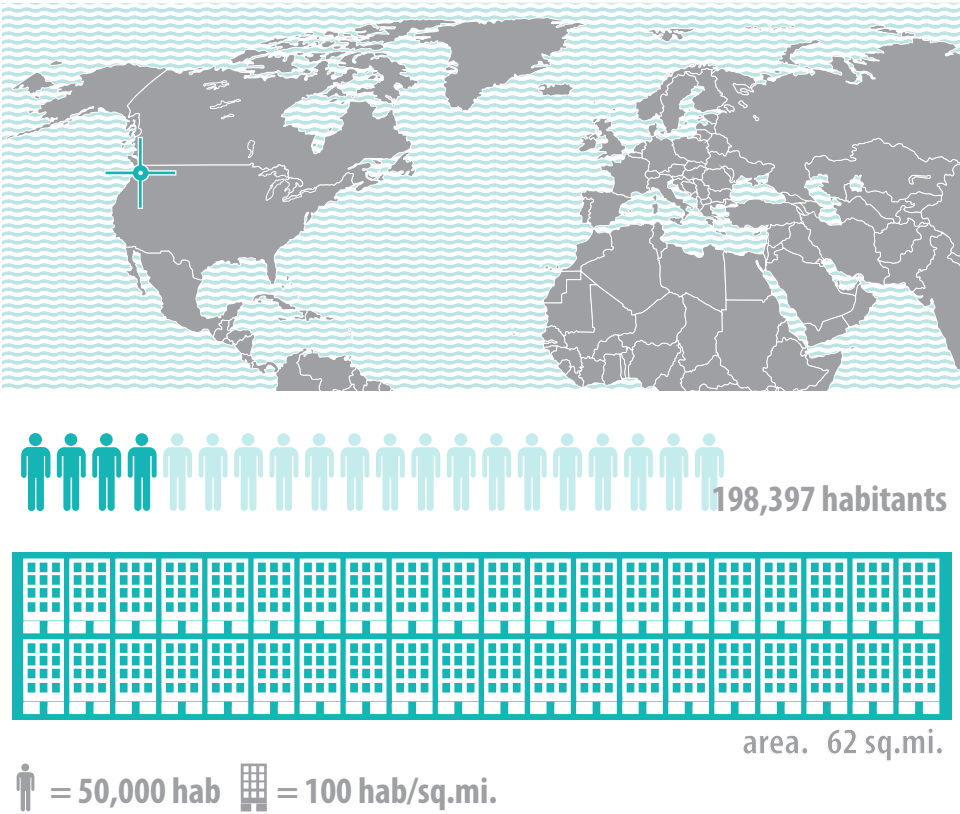


The development has 3 main objectives: To promote a strong economy, improving the urban quality and Emphasizing the Efficient Utilization of Land and Service Systems.

- The core element of the development structure is a new low-rise, high density spine supporting a diverse range of uses. This is the extension of the city and its harbor while creating vibrant new waterfront.
- Each street and harbor frontage is linked by pedestrian lanes and courtyard spaces.
- The grain allows for further sub-division, encouraging appropriately scaled development accessible to a wide range of developers and business owners. As result, the urban district will be diverse and inclusive, supporting a wide range of activities.
- The new harbor will include an urban lagoon to be located in the heart of the harbor on the central pier.



- Key landscape areas extend and connect the sequence of open spaces and routes found along the urban coastline while increasing the identity of each development. Each open space will be a destination on its own with a distinct role and character.



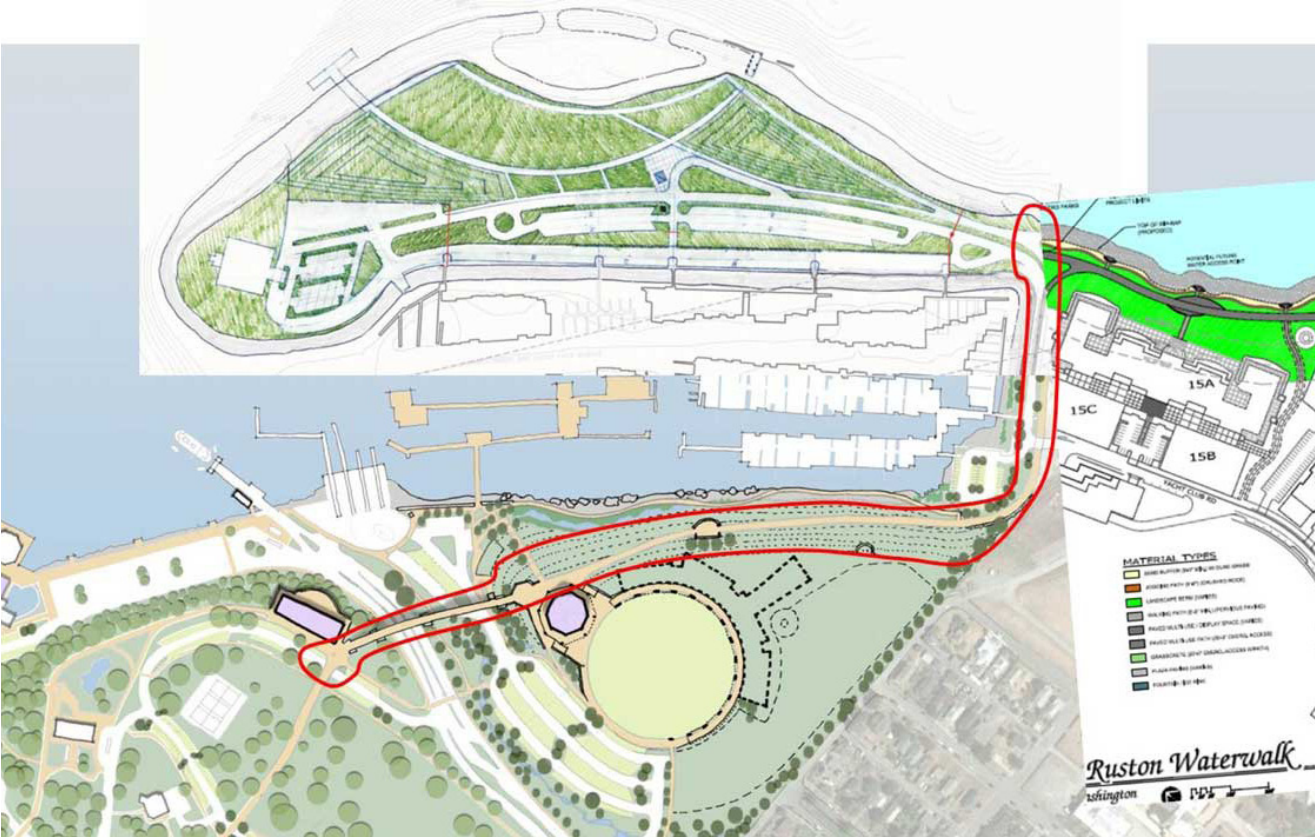
Tacoma, United States

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

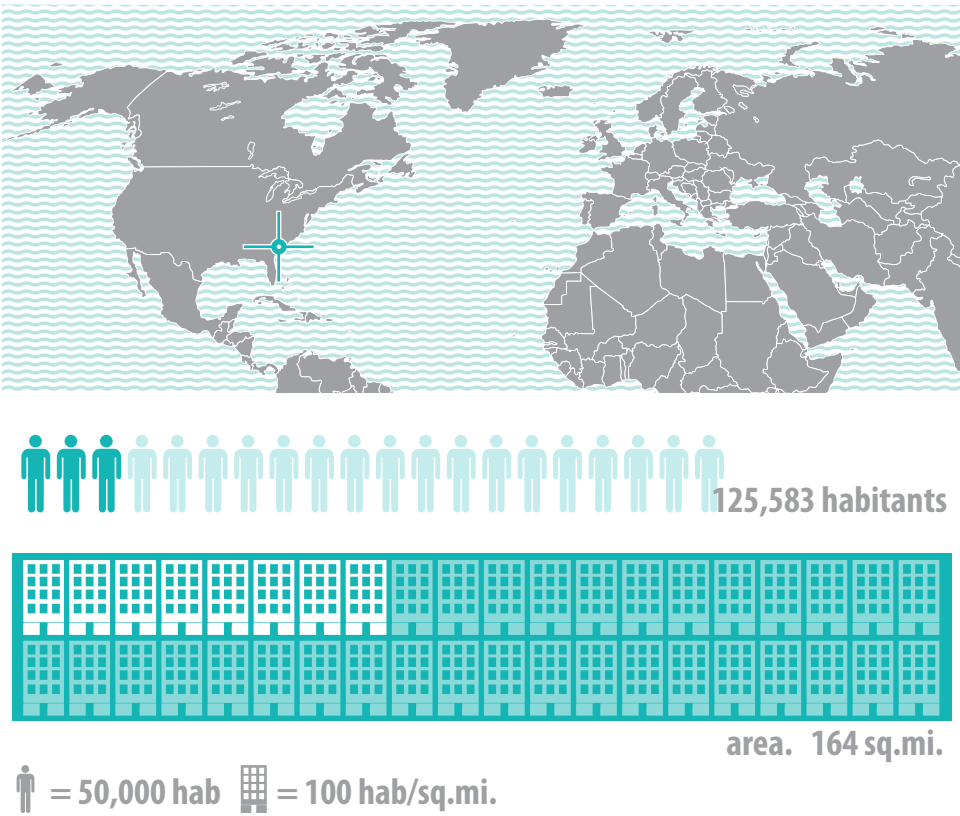
The Ruston Way shoreline is a prime area of revitalization as it has the potential to become an unique urban waterfront attraction. Once was a thriving industrial district, but the changing technological and economic considerations have left the area virtually abandoned.

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

- Encourage a sense of continuity and consistency along the shoreline
- Aid the development of recreational facilities that encourage interaction with the water
- Create a fitting urban waterfront that reflects the history and marine character of the Ruston Way area
- Encourages public access to the waterfront through esplanades and walkways and all landscaped or public activity areas.



- Potential linkages to connect the waterway and surrounding districts. These should include vehicular, pedestrian, transit and bicycle modes.
- Ground level of Dock Street buildings should have retail uses and create an exciting pedestrian environment.



Charleston, United States

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

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

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

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



development on the lower peninsula.

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

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

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

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

The plan restores the street grid east on East Bay Street to help facility

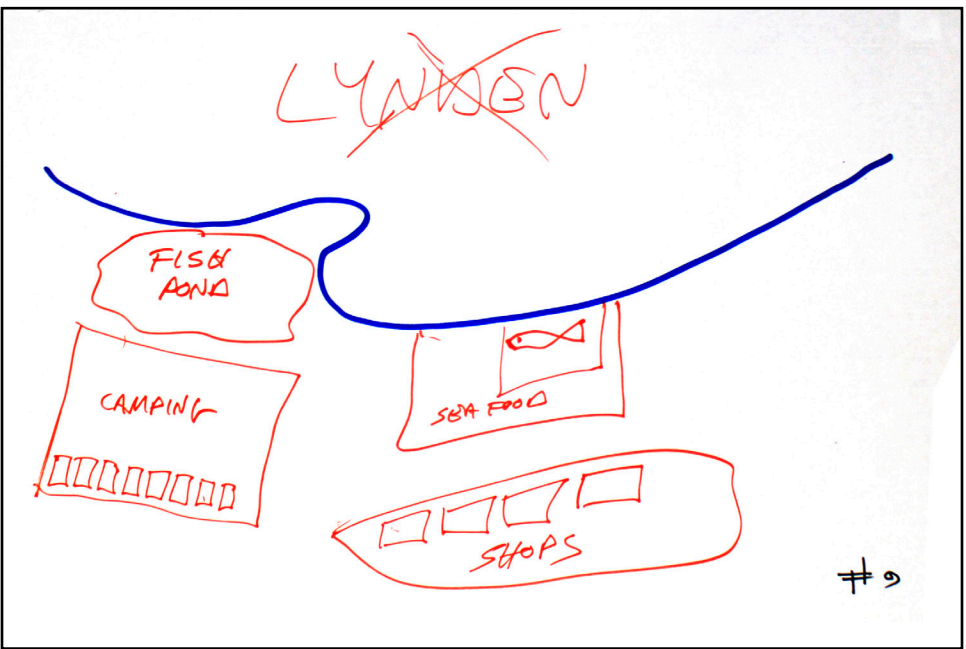
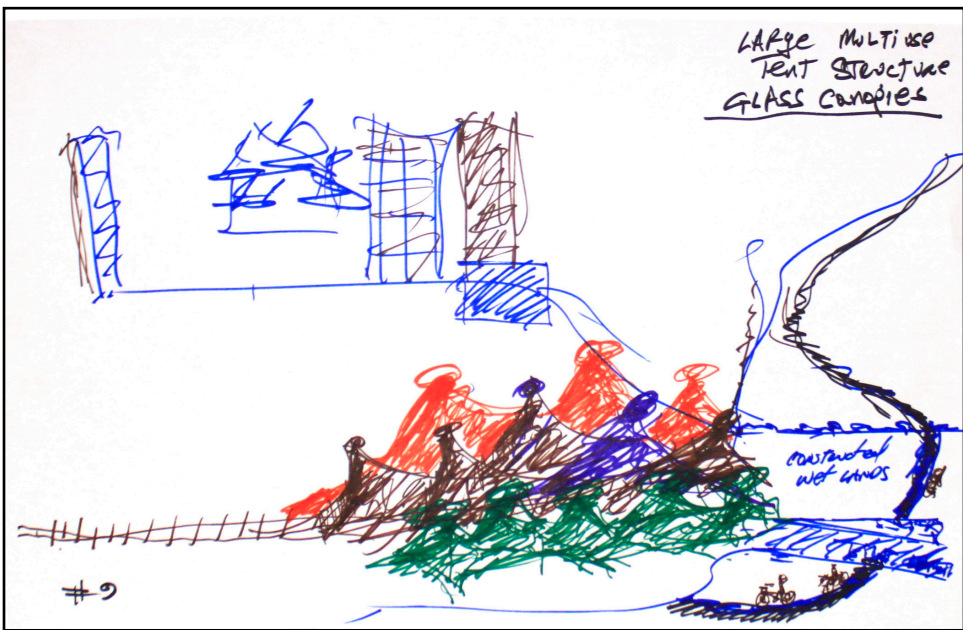
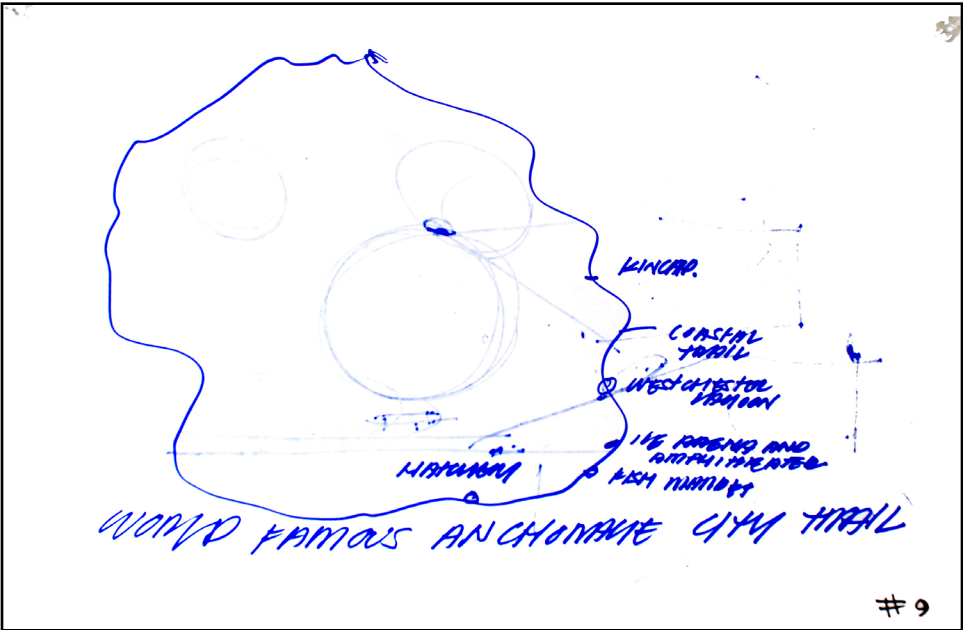
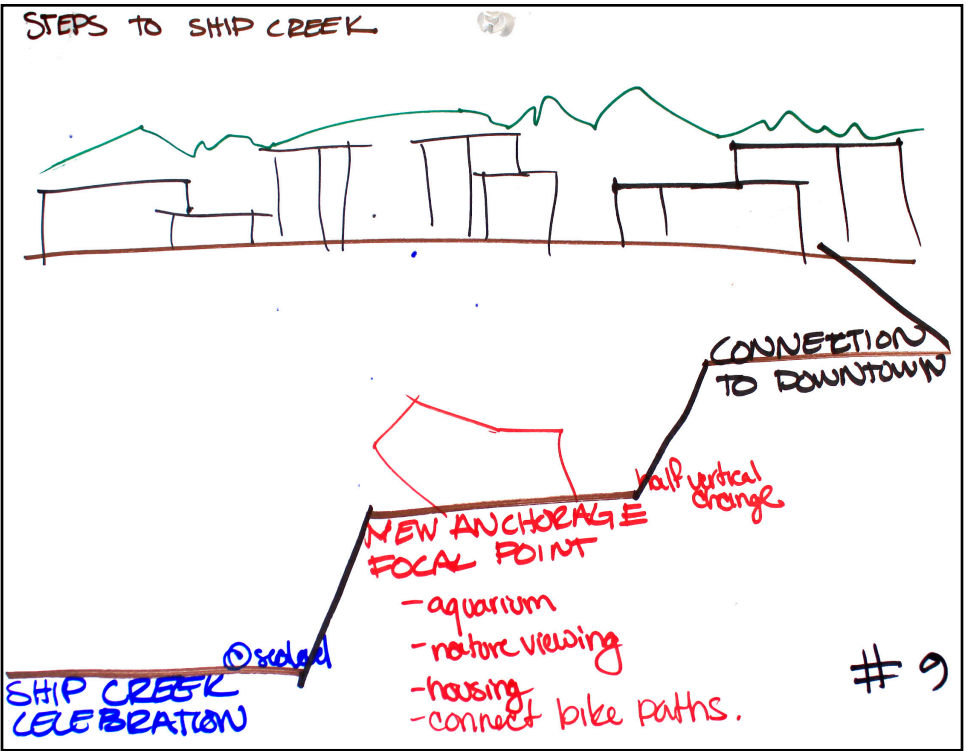
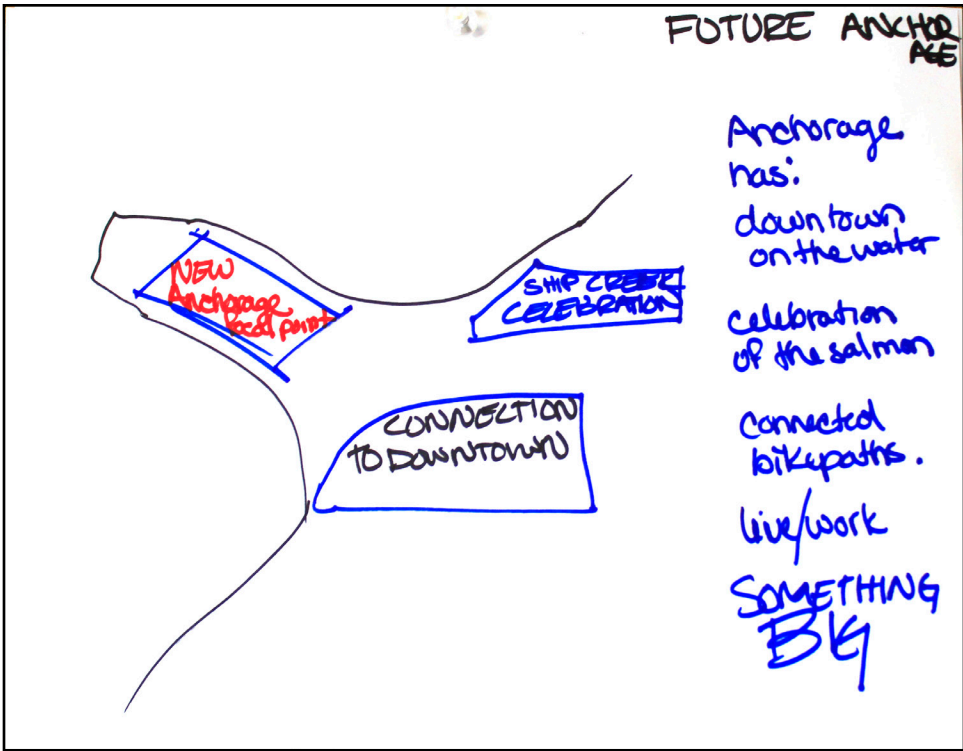
the connectivity for all modes within the city and improve access to the waterfront.

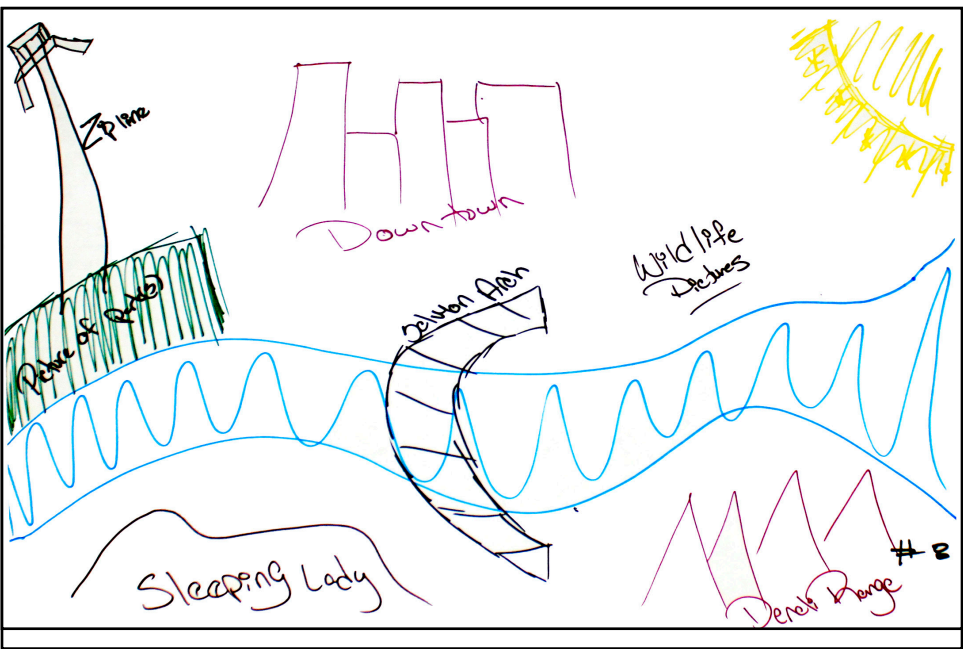
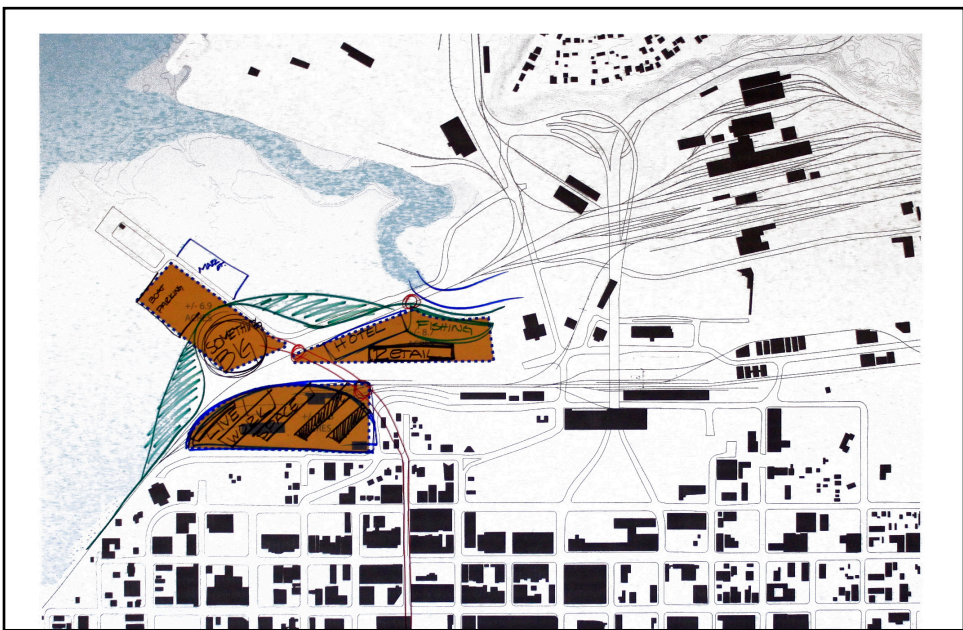
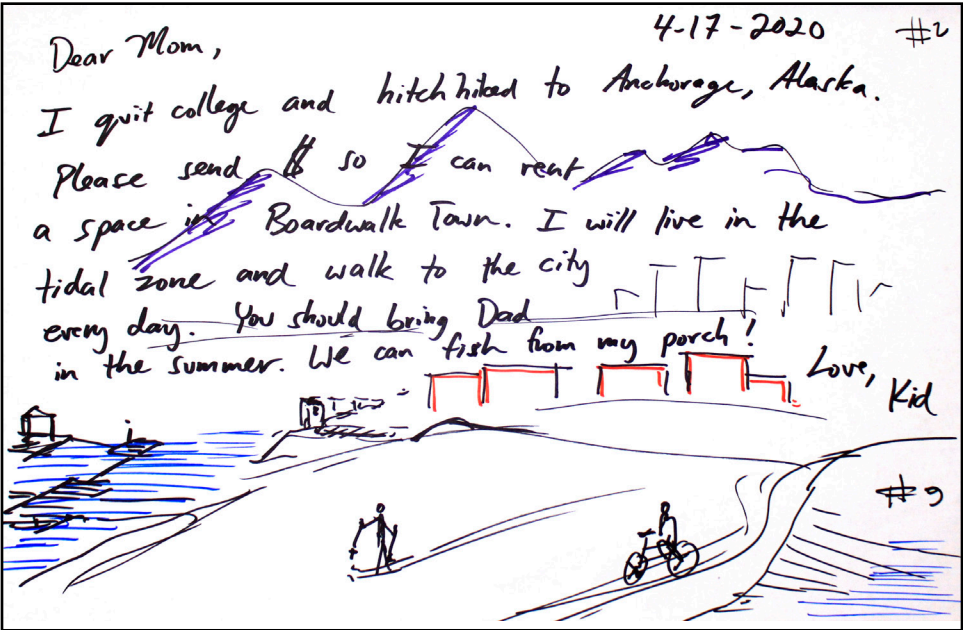
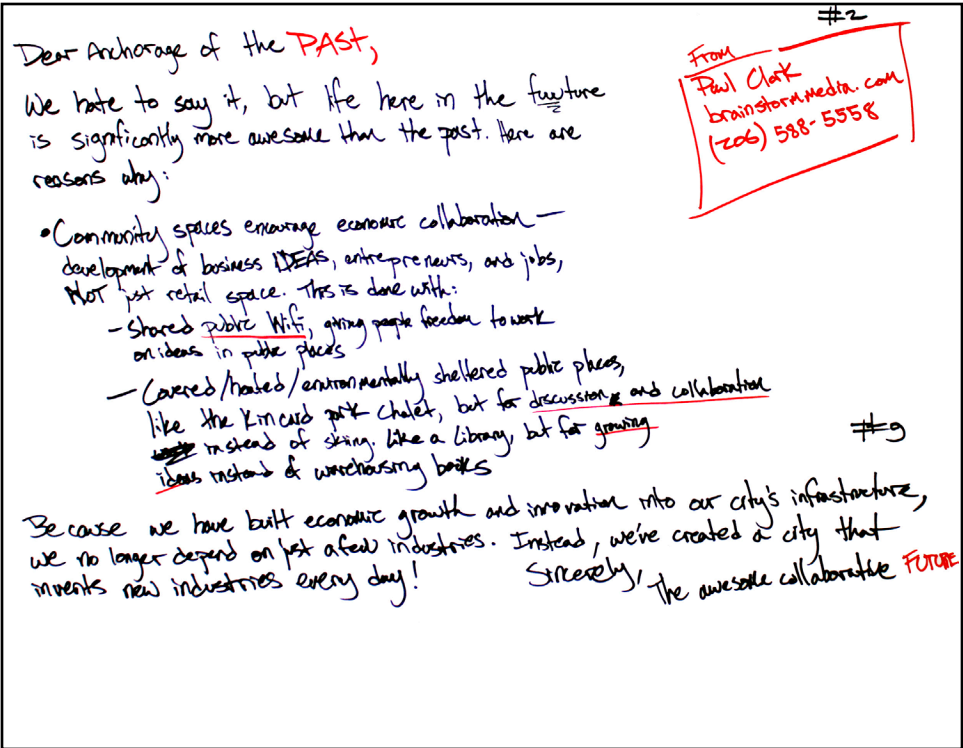
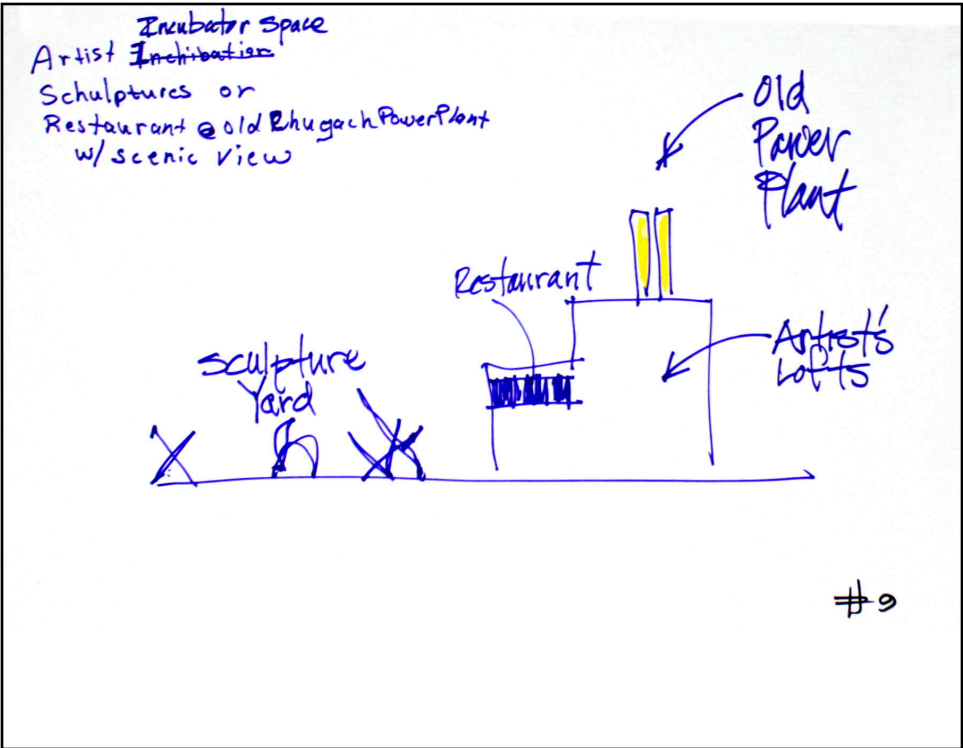
The plan recommends a “park-once” strategy, where vehicles entering the area will park once and walk to multiple locations.

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

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

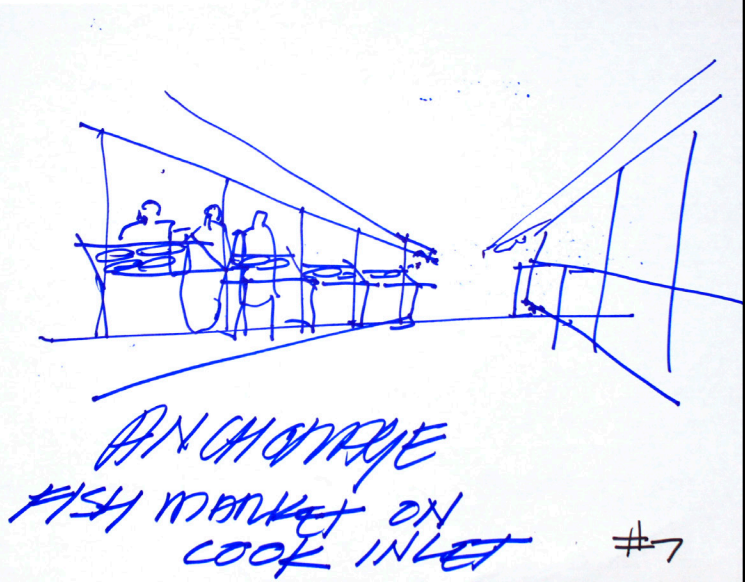
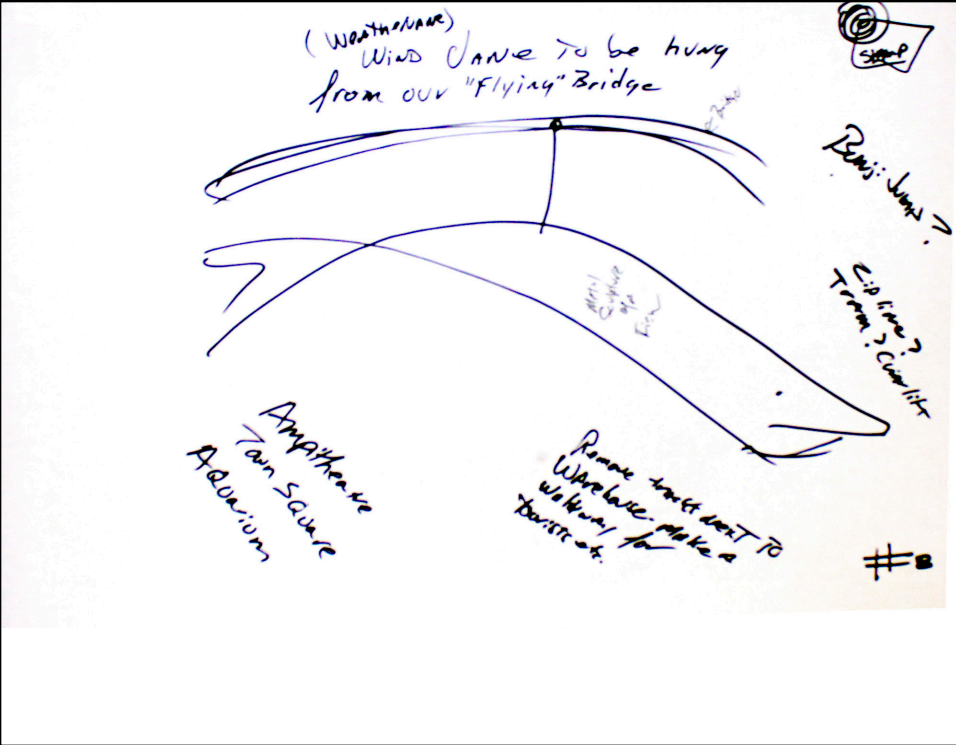
8.2 PUBLIC COMMENTS DOCUMENTATION





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

#8

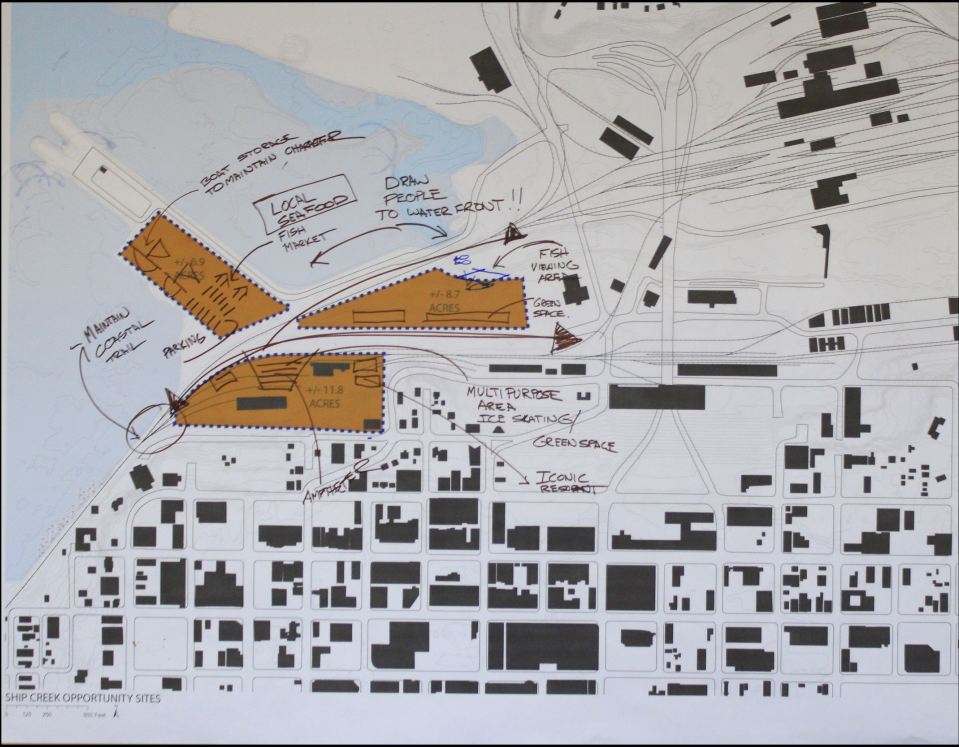


#7

- Tram?
(to get to downtown)

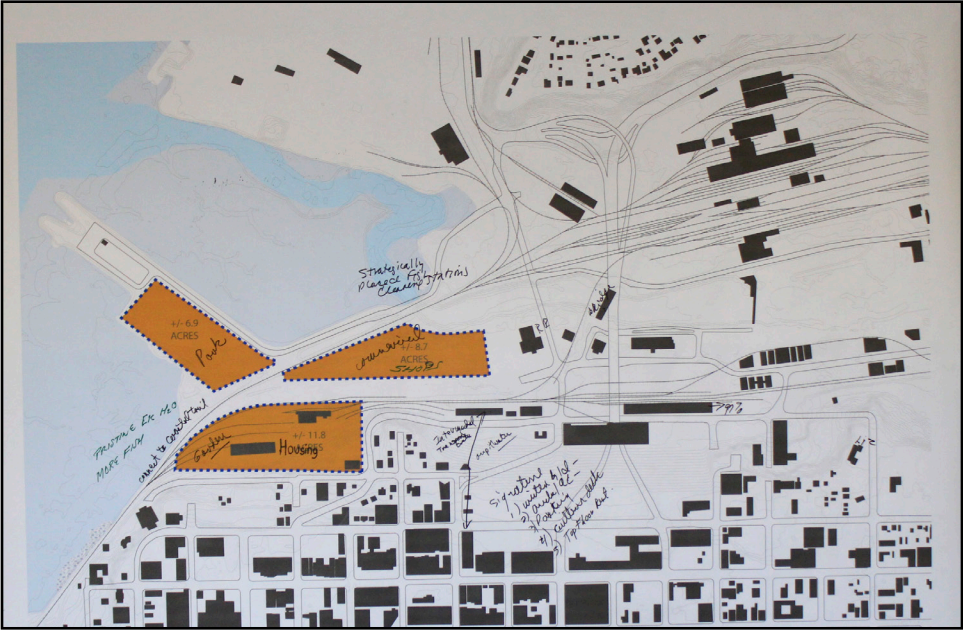
- ⑩ Commercial retail art shops & restaurant
- ⑪ Snagging Pond
- ⑫ Fish market (Local Seafood)
- ⑬ Waterside walkways
- ⑭ Design of fish (Salmon) everywhere

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



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

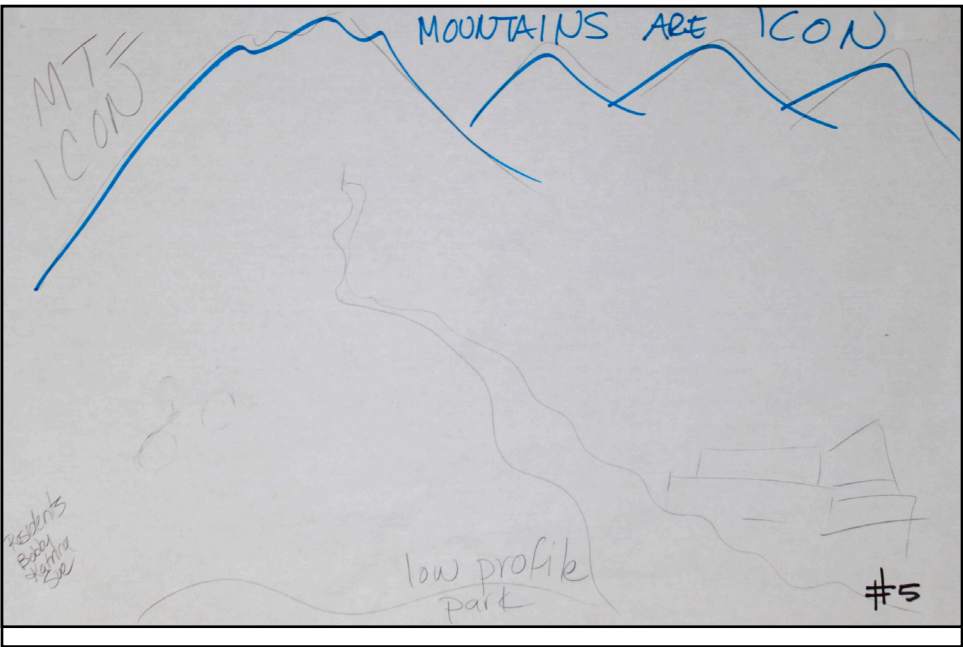
#6



POINTS TO CONSIDER

- * Ship Creek = Indigenous peoples Salmon is vibrant part of history
- Chain retailers do not add uniqueness people do not want to go to chains
- Intensity - add pk of interest along creek - under water viewing?
- high rise and/or condos - decreases availability of all residents - creates "elite" area rather than resident/tourist friendly
- keep open areas - access to water/summer activities
- Destination = park/education/ rec (fishing) / local artists retail/outdoor venue for meeting places
- Depot to downtown - look at Providence Hope to walk ways
- Anchors - small batch beer + wine - to take home teaching center - order to Native heritage center
- Ground Hill - connect neighborhood to downtown

Jul
#5



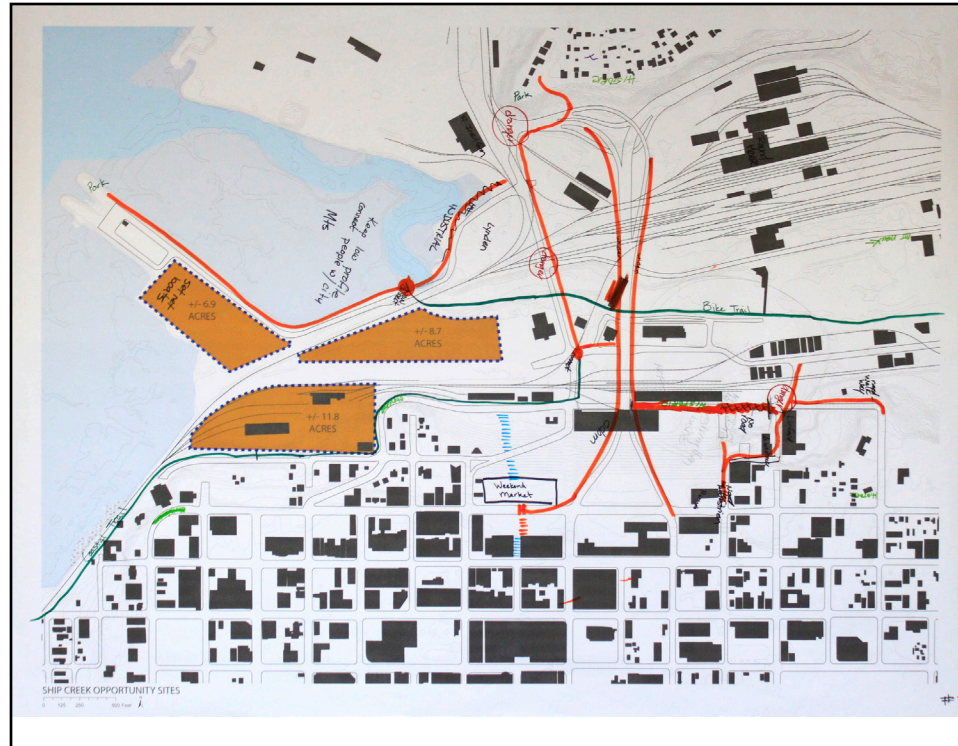
PEOPLE CONNECTED W/
ENVIRON

SAFE Walkways - connect trails w/ people & bikes
 ↳ downtown / gown hills

Small scale structure
gathering place that does not
impede view

Mts are the stairs
1 CON = walkers & fish
→ Low's slide

#5



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

#4



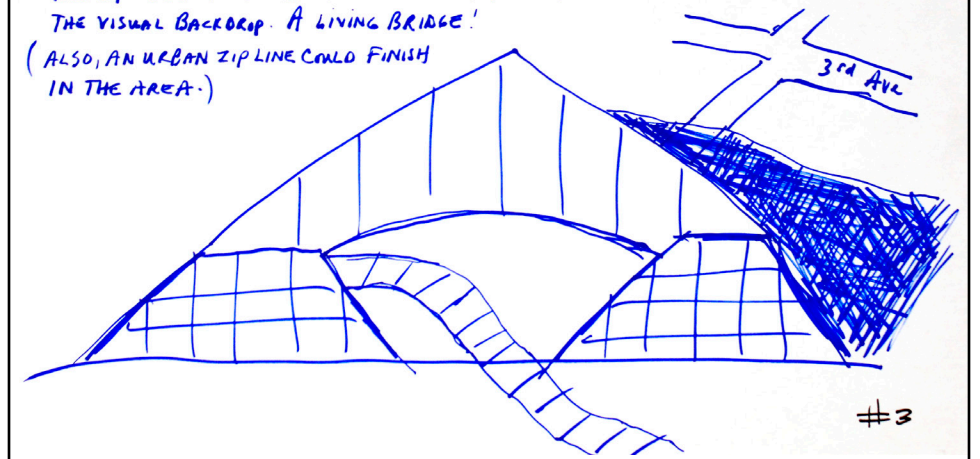

TIDAL ART - THAT REVEALS
ITSELF AS THE TIDE GOES
OUT. LIGHTS, KNOBS, OTHER
FEATURES

March 14 1924

M
~~#~~

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

(ALSO, AN URBAN ZIPLINE COULD FINISH IN THE AREA.)





8.3 STATION 1

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

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

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

(11) Stabilize mud

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

(7) Keep area improvements unique to Alaska.

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

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

- FISH
 - Fish are the only excuse to go to Ship Creek
 - Fish are the only most significant aspect of Ship Creek
 - There were no fish last year.....
- Combat fishing illegal outside
 - Outsiders yell at us and don’t understand salmon won’t bite hook

- Educate about place specific fishing
- What is good for fish is good for everyone
 - 1% for the creek
 - Creek mud/bank change every year
 - Fish UFE cycle year round – education
- (6) Bathrooms – s/b considered but how to keep transients from trashing them is an issue
- (7) Safety for our children and all ages. Walkable neighborhoods
 - Homless BE GONE! All trails must be safe and clean
- (5) Incorporate 2004 Winter City color analysis
- (5) Year round active space. Tourist use
 - Elevated Boardwalk – 11.8 acre zone year round shops (no ice, no water, good site)
- (4) Locals free access
- (4) Limit Visual Art- keep as natural as possible
 - Keep trees/plants Alaskan
- (4) Seasonal sales tax
- (3) Earthquake/Liquifactionconcerns
 - We live on ring of fire
 - Only build what is safe
 - Geologic due diligence is needed

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

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

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

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

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

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

natural feature of artic estuaries

(3) Public Parking –

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

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

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

(2) Desirable living environment – heavy foot traffic

(2) Draws for both residents and tourists

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

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

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

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

(2) Don’t allow permitting for cell towers

(2) Highlight Cook Inlet – Beluga whales

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

Need design sewer, water, and storm drain system

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

Set netters need

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

Derby is important.

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

Most waterfronts dominated rich folks toys...we're different

- Everglades – fan hovercraft

No Dogs in fish zones

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

Active combat fishing

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

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

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

A lot of people come here for:

- Ice movement
- Watch cargo ships load
- Maritime fans
- Marine sub culture
- Cruise ship

- Water's edge
- See tides
- Fishermen

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

How/acknowledge historic Denaina. Fish Camp

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

Enhance fishing – have F&G put more

Use local contractors

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

Ft. Rich - Military doesn't want dam removed

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

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

"Anchorage" where are the boats – name story

Non-navigable H2O, tide, safety

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

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

It has to be:

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

Planning to connect Ship Creek as:

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

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

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

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

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

Sports Pack at old Native Hospital site- tie into Port

If people owned property stuff would happen

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

Recognize importance of sub-arctic location – context sensitive design

Consider freight movement and access

Incorporate northern design principal into redevelopment

Mitigate RR noise if possible

Rosa Parks was here. Remember her and her visit

8.3 STATION 2

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

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

Small cannery for fishers smoking fish AK beer or wine

Center for education meeting spaces

“Sister” space for AK Heritage Center

Elevated walkways like Potter Marsh

- Rugged mixture of industry
- Recreation, business, native and transportation
- Make it Rich
- Accommodate four seasons of outdoor activities including concerts
- Displays representing the various native groups in Alaska spaced along the walk (placard, sculptures, traditional costumes)
- Improved sport fishing, support fishing derbies, recognize importance of fishing in development of Alaska and Anchorage (or SC AK)
- Safer fishing platform

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

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

(6) Alaska international indoor market

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

- (4) Market indoor in winter able to open up in the summer
- (3) Make the Inlet and views across it a focal point and accessible

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

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

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

- (3) Free Parking
- (2) D’Art Center – Norfolk, VA – artist workspace
- The new water-front development in Hamburg DE
- El Paso River Walk
- Newport RI, North Shore MA, Boston MA, Annapolis MD
- San Antonio River Walk

- Victoria BC Canada
- Quebec Waterfront – Winter City
- Incorporate Northern Lights in a similar way as the mid-town tower with changing roof lights
- Olympic Park in Downtown Seattle
- Hokkaido Japan – balanced environmental incorporation of Alaska’s natural color palette
- A “central plaza” feeling gathering place as in old world towns (ie. markets, shops, cafes, artisans, and gossipers
- Bring Chugach Mountain’s into built environment, peaked roofs, artistic design of details, buildings, public furniture
- Bourbon Street – New Orleans – (but not only drinking & restaurants)