

# Projects & Programs: All Neighborhoods



*Revitalizing Ketchikan's Neighborhoods*  
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# Green Streets & Spaces Program



## Why Have a "Green Streets" Program?

The Green Streets and Spaces program is being developed to assist both private citizens and public entities introduce landscape to the street and to attractively develop small underutilized public lands and rights-of-way. "Landscaping" can mean gardens, benches, flower boxes, street trees, pavement patterns, street furnishings (benches, waste receptacles, lighting, etc.), children's play areas and other improvements. Landscape improvements are priorities expressed by all three neighborhoods. Gardens, trees and flowers are some of the most appreciated community assets and landscape improvements add great visitor destination appeal. The program would:

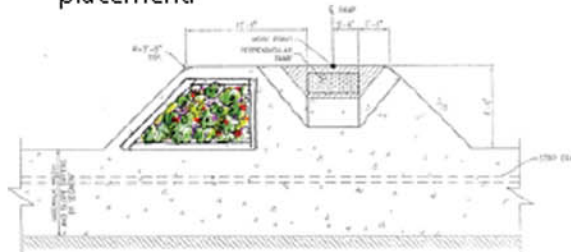
- transform under-used, "left-over," and non-maintained public and private spaces into beautiful landscapes, parks and gardens;
- improve existing parks to better serve neighborhoods;
- plant street trees along selected tree corridors;
- encourage public procurement of well-designed street furnishings and creation of more attractive and safer pedestrian improvements;
- provide local citizens, neighborhood groups and garden groups with needed gardening assistance including skill development, reduced plant materials costs, and access to special equipment (chippers, mini-greenhouses, pruners, hauling equipment, etc.);
- provide community spaces for those who would not normally have access to garden space; and
- produce quick, tangible results with a small investment.

## In Newtown ...

Street trees and landscaping were a high priority for Newtown residents from the survey and neighborhood workshops. Trees along Water Street were suggested. Through the Green Streets and Spaces program, trees in movable planter boxes could be installed along this portion of Water Street (with agreement by the adjacent property owner) as a temporary beautification measure until such time as the property is developed and more permanent landscaping completed. Other landscaping opportunities are at the Sea Walk gateway to Newtown, along the sidewalk from the tunnel to the entry gateway to Hopkins Alley, along Hopkins Alley's undeveloped left-over spaces and at Hopkins Hole for possible viewing platforms, art, benches and shoreline clean-up.

## Streetside Plantings at Crosswalks

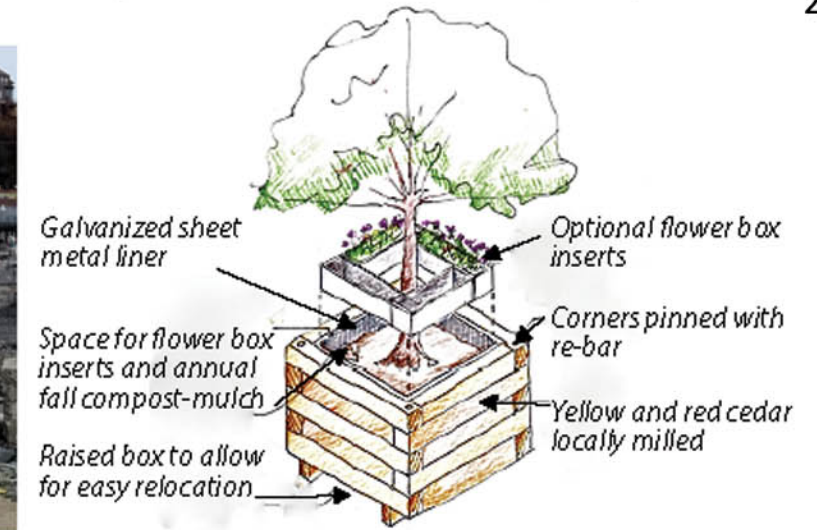
- Curb "bulb-outs" at crosswalks could include small "planting areas".
- Plantings add to safety of pedestrians crossing (helping direct them to crosswalk areas and reduce build-up of too many pedestrians close to street traffic, and add to visibility of crosswalk areas to drivers).
- Plantings would focus on low growing, annual flowers.
- Requires approval by DOTPF for placement.



Design Concept for Low Wooden Planter



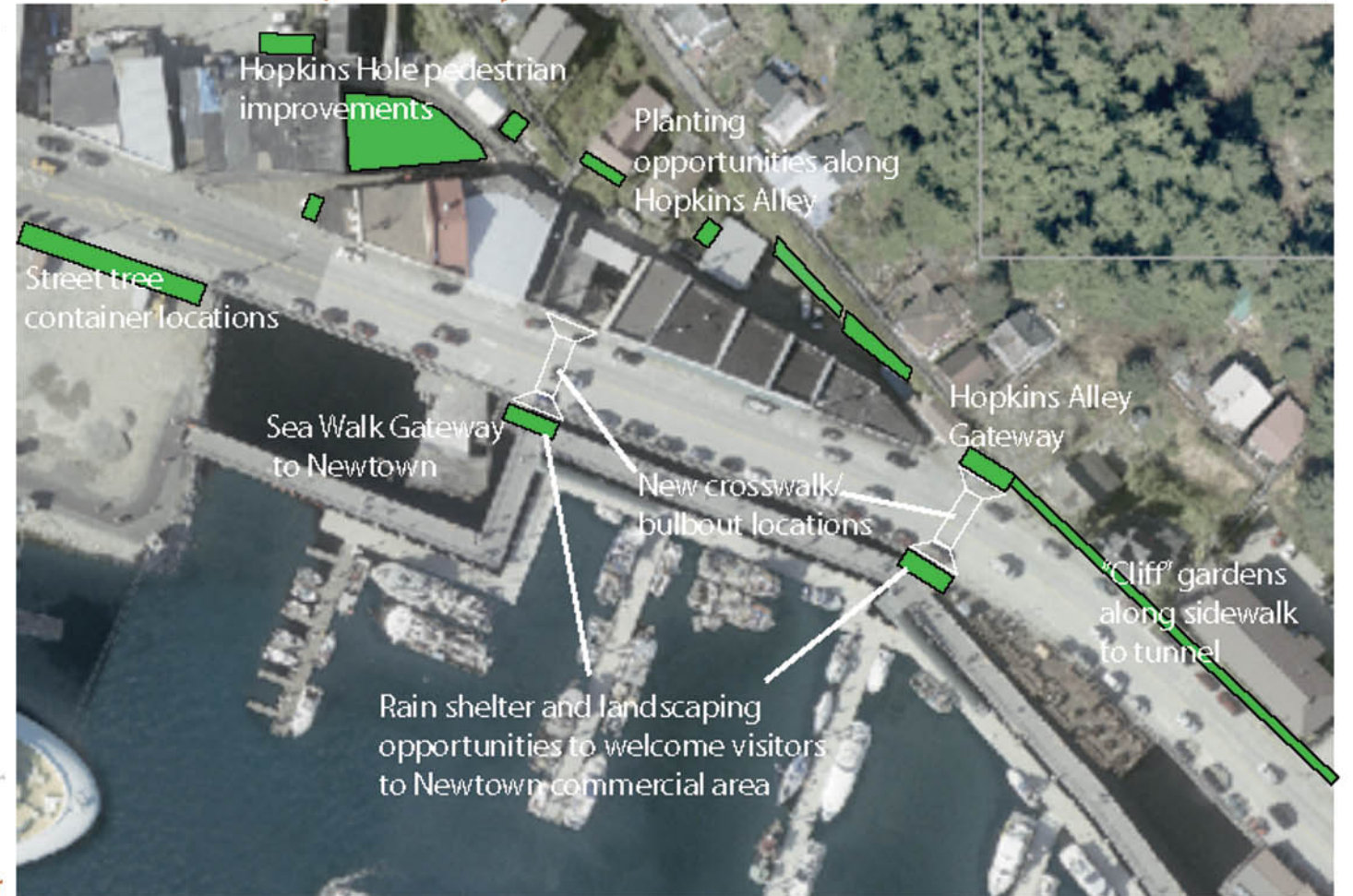
Intersection of Schoenbar & Water Streets



## Design Concepts for Street Tree Containers

- Use small trees in containers (such as those along Centennial Parking lot/Dock Street) to provide temporary attractive edge until area is developed.
- Invites Berth 3 & 4 visitors to Newtown area.
- Containers to be locally manufactured and use local materials (estimated cost: \$2,000 per tree & container).

## Green Streets & Spaces Opportunities along Water Street/Hopkins Alley



### In Old Town...

Stedman Street, south of the bridge, has many opportunities to introduce street trees and small gardens. The University of Alaska's Sun Raven Park and the Salvation Army's small garden are excellent beginnings.

On the seaward edge of Stedman St. are extensive public lands (State and City) and these afford opportunities to introduce street trees in some locations and low plantings in others, for example along the planned Stedman Street waterfront boardwalk.

The exceptional private totems on both sides of Stedman St. provide landscape opportunities. Other private lands on the upland side of Stedman St. have under-used spaces that could be planted with trees or small gardens. The owner of Tatsuda IGA has expressed interest in reconfiguring the store parking lot in order to

allow for landscaping and other streetside improvements. Establishing curbs and entry/exit points could allow for streetside plantings on KIC's recently acquired properties at the Deermont intersection.

The State lands along Stedman at Inman Street and the City-owned Inman St. right-of-way combine to enable an exceptional lineal park. Clean-up of the underutilized upper Inman Street right-of-way would enhance the neighborhood garden along the Inman boardwalk.

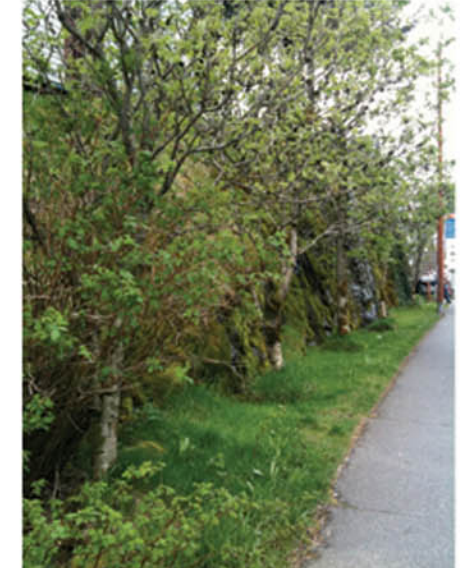
The City-owned East Street right-of-way on the upland side of Stedman (now a depository for junk) would provide an excellent location for a small children's park which would be the first in the Old Town neighborhood. Its location could well serve the nearby IGA, Community Connections, KIC and University of Alaska employment and training centers.



On Stedman St., between Thomas and Deermont Streets, there are 4 totems: 2 on public lands and 2 in a private yard. Each site would benefit from improvements such as informational signage and landscape screening of utilities and garbage receptacles.



The Inman St. stairs provide the only street-side area for the residents above. Parked bicycles, garbage receptacles, and other items spill out onto the sidewalk. This area may be organized to better meet neighbor needs and landscaped with street trees and flowers to be more attractive.



This little strip of Mountain Ash are the only street trees in the Old Town neighborhood. While they are in need of some attention (careful pruning out of dead limbs), they are doing well in this protected yet cold microclimate (north side of steep wall, getting very little direct sun). The existing lawn could be replaced by lower maintenance shade-loving plants while keeping the area around the tree base clear. The rock wall is a natural "rock garden". The residents above maintain a beautiful assortment of flowers and other plants, providing an especially attractive display during spring and summer months.

### Green Streets and Spaces Opportunities along Stedman Street



## Green Streets & Spaces: Parks & Natural Areas

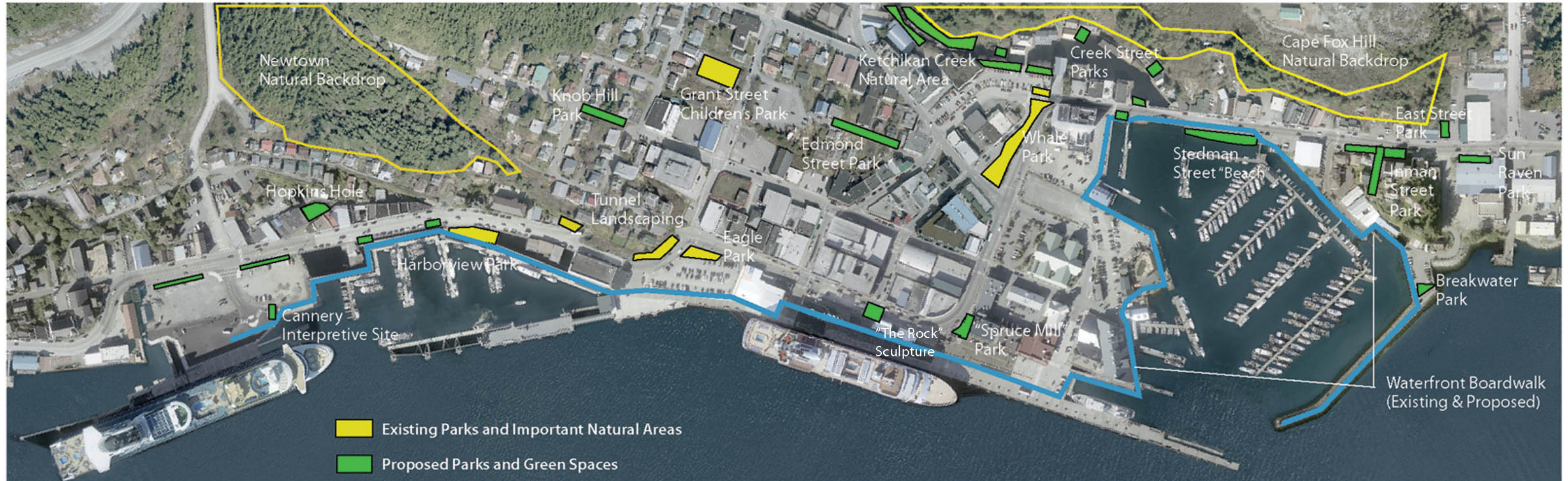
The previous two pages and the subsequent page describe some ways a Green Streets and Spaces program would help private property owners clean up, beautify and make more pedestrian-friendly the community "streetscape" with landscaping and mini-gardens. The three neighborhoods also include significant publicly-owned lands. Here, the program would work to:

- improve existing park and recreation areas;
- establish new parks on suitable public lands (and where such lands are private, explore ways to encourage protection of natural features);
- protect key natural areas (through open space designations, policies on tree cutting, easements to ensure public access, etc.);
- promote public awareness of parks and open spaces;
- encourage the procurement of well-designed street furnishings, lighting, trash receptacles, and other public equipment;
- encourage the planting of street trees on selected tree corridors;

- help secure funding for improvement activities through project development, grant writing, technical and design assistance;
  - interface with public agencies having varying responsibilities for green spaces (City Public Works, DOTPF, Borough Parks and Recreation, neighborhood associations, etc.); and
  - Identify and bring together local skills, experience and resources which would serve to improve community parks and open space areas, as well as bring in technical expertise as necessary.
- The map below indicates existing parks and green spaces as well as opportunities for new park areas. Our planning team worked with neighborhoods to identify publicly-owned parcels, rights-of-way and utility easements that may be appropriate for small parks, recreation, and public art. Several key, unoccupied public parcels were identified as important opportunities for park or green spaces. These included two vacant City-owned parcels on Creek Street, uncommitted State and City lands along the banks of Ketchikan

Creek and Stedman Street, a vacant City parcel at East Street, and State parcels along Stedman Street (near Inman). New mini-parks were proposed at Front and Mill (in part to address pedestrian safety issues); Front and Mission (the ultimate site for the David Rubin sculptures); and at the Thomas Basin breakwater. Selected rights-of-way were also identified as opportunities for neighborhood green spaces with minimal improvements, including Inman Street, Edmond Street, and Upper Main Street.

Neighborhood residents also recommended improvements for three existing parks: Harborview, Grant Street Children's Park, and Whale Park. These proposed improvements are described in the project matrices. Newtown residents also proposed that Hopkins Hole be acquired as an open space focus for future Hopkins Alley redevelopment. Finally, the Waterfront Promenade/Boardwalk is a lineal park that will serve all Ketchikan residents.





Main Street Tree Corridor Concept Sketch

### In Downtown...

As with the two other neighborhoods, Downtown businesses and residents support street trees and landscaping. Main Street (pictured above) and Mission Street would be seen as "gateway" streets to the downtown commercial areas and to retail and heritage areas beyond. Public and private landscaping (including benches and other amenities) would enhance the pedestrian character of the street and signal that vehicles should yield to pedestrians.

Landscaping improvements were identified for Whale Park and other areas of the downtown, including remnant utility sites and parcels that would support plantings. A small park is planned for the corner of Front and Mill Streets to address pedestrian safety as well as beautification of this busy vehicle/pedestrian interface. The park is suggested to be named "Spruce Mill Park" to commemorate the community significance of the industry that was once so much a part of downtown.

The Green Streets & Spaces program could support both public landscape improvements as well as private tree planting, baskets and gardens. On some streets, trees might be placed in movable containers in order to relocate some plantings after the busy visitor season to enable ease of parking in the wet, winter season.

### The Program Approach

Green Streets and Spaces is to be a program where design, financial, construction/installation and maintenance assistance would be available to individuals, businesses and groups of neighbors interested in making landscape improvements. Improvements might be as large as renovating an existing neighborhood park or as small as adding a bench and planter next to the sidewalk. The program would be the catalyst for getting things done: helping people overcome barriers such as lack of experience with plants, meeting codes and permitting requirements, or assisting elderly or individuals with special needs.

Numerous entities are involved in downtown landscaping and beautification efforts including public agencies such as City Public Works and Ports and Harbors, Borough Transit and Recreation, State DOTPF, and KPU), non-profit groups such as the Downtown Steering Committee, Garden Club, Chamber, KVB, and service groups, and individual property owners and businesses. A key role of the program will be to coordinate and expand these efforts. A Green Streets and Spaces Coordinator's job description might include the following tasks:

- prepare program budget and annual work program;
- help with project identification and assistance requests;
- assist public agencies and individuals with procurement of furnishings and plant materials,
- secure technical assistance and equipment as needed;
- oversee project implementation;
- promote program awareness and participation;
- organize and coordinate volunteers;
- organize events (e.g. spring and fall clean-up, seasonal workshops, monthly work-days); and
- maintain a resource guide of plant materials, street furnishings, and services.

The program coordinator would be part-time and, pending the approval of this and other proposed programs (Paint-Up/Fix-Up and Marquees) and the management relationships to be established, may serve as the coordinator for several programs.

### Partnerships

Property owners; Ketchikan Gateway Borough Community Enhancement Committee; City of Ketchikan Public Works; neighborhood associations; Historic Ketchikan; Garden Club; and others.

### Lead Roles

Ketchikan Gateway Borough Planning Department, possible non-profit to be selected; Coordinator; property owners

### Estimated Costs: Phase One Project Feasibility

Approximately \$40,000 for program management and technical assistance during the first year. The dollar figure would be expected to leverage at least \$100,000 in private investment and additional non-CPV grant funds.

### Funding Sources

The cost of the first year program management and technical assistance would come from CPV funds. 2nd year funding will depend on the performance of the 1st year and is expected to be at reduced levels due to the completion of start-up products in the 1st year.

### Implementation Schedule

(The schedule assumes December, 2010 program approval and start-up.)

Program Tasks	Start	Finish
Workshop to establish project design/roles	Dec-2010	Dec-2010
Project management relationships established	Dec-2010	Dec-2010
RFP for project assistance developed	Jan-2011	Jan-2011
Coordinator selected/assistance initiated	Feb-2011	Feb-2011
Program design presented to interest groups	Mar-2011	Mar-2011
1st 3 projects selected for assistance	Mar-2011	Apr-2011
Design & permitting for 1st 3 projects	Apr-2011	May-2011
Construction/planting start/finish on 1st 3	May-2011	Jul-2011
2nd group of projects identified	Jul-2011	Aug-2011
Performance review, design of 2nd year program	Aug-2011	Sep-2011



## Why Have a "Marquee" Program?

In addition to protecting us from the rain in a setting which is often rainy, marquees

- enable visitors and locals to penetrate further into the community to shop and to visit cultural and natural heritage sites, thus contributing more to our economy;
- help downtown businesses remain competitive with other parts of town where near-store parking and rain cover is available;
- are part of the historic character of the community;
- add pedestrian scale to the streetscape, making it more comfortable and inviting;
- provide protected space for some business activity to spill out onto the adjacent sidewalk where space permits;
- can be useful additions to a building, offering space for placing or hanging signs, flower containers, lighting and art; and
- generally increase the attractiveness and value of a building.

A marquee program to increase the effectiveness of rain protection would:

- meet an objective identified by all three neighborhoods;
- offer design, technical and permitting assistance to private property owners who are willing to invest in adding or replacing a marquee;
- be proactive in accessing financial assistance and securing incentives;
- help property owners better understand code requirements when replacing an existing marquee and architectural considerations in replacing or adding a marquee to a historic property;
- promote public sector investments for "free-standing marquees" (including transit shelters) and sidewalk shelters in high-use areas where there are no buildings, or buildings are set back from the sidewalk; and
- promote awareness of and participation of property owners in other assistance programs (such as Paint-Up-Fix-Up and Green Streets & Spaces).



### Building Marquees

Sidewalk marquees such as the one illustrated here, are usually built of wood and metal and supported by the building façade. They are common in Ketchikan's Downtown commercial areas as indicated by the map on the facing page. For design details illustrating a traditional flat horizontal wood marquee that meets current code requirements for structure and fire safety, see page 71.



### Shed Roof Canopies

Sloping shed roof additions are a common alternative to the flat-roof storefront style marquee found on many Downtown commercial buildings. They are typically simple structures, constructed of wood and roofing materials and supported by the building façade. Often they are added to a doorway (as illustrated here) or over windows; in some cases they extend continuously along an entire side of a building. For design details illustrating a shed roof style marquee that meets code requirements for structure & fire safety see page 71.

### Free-Standing Rain Covers

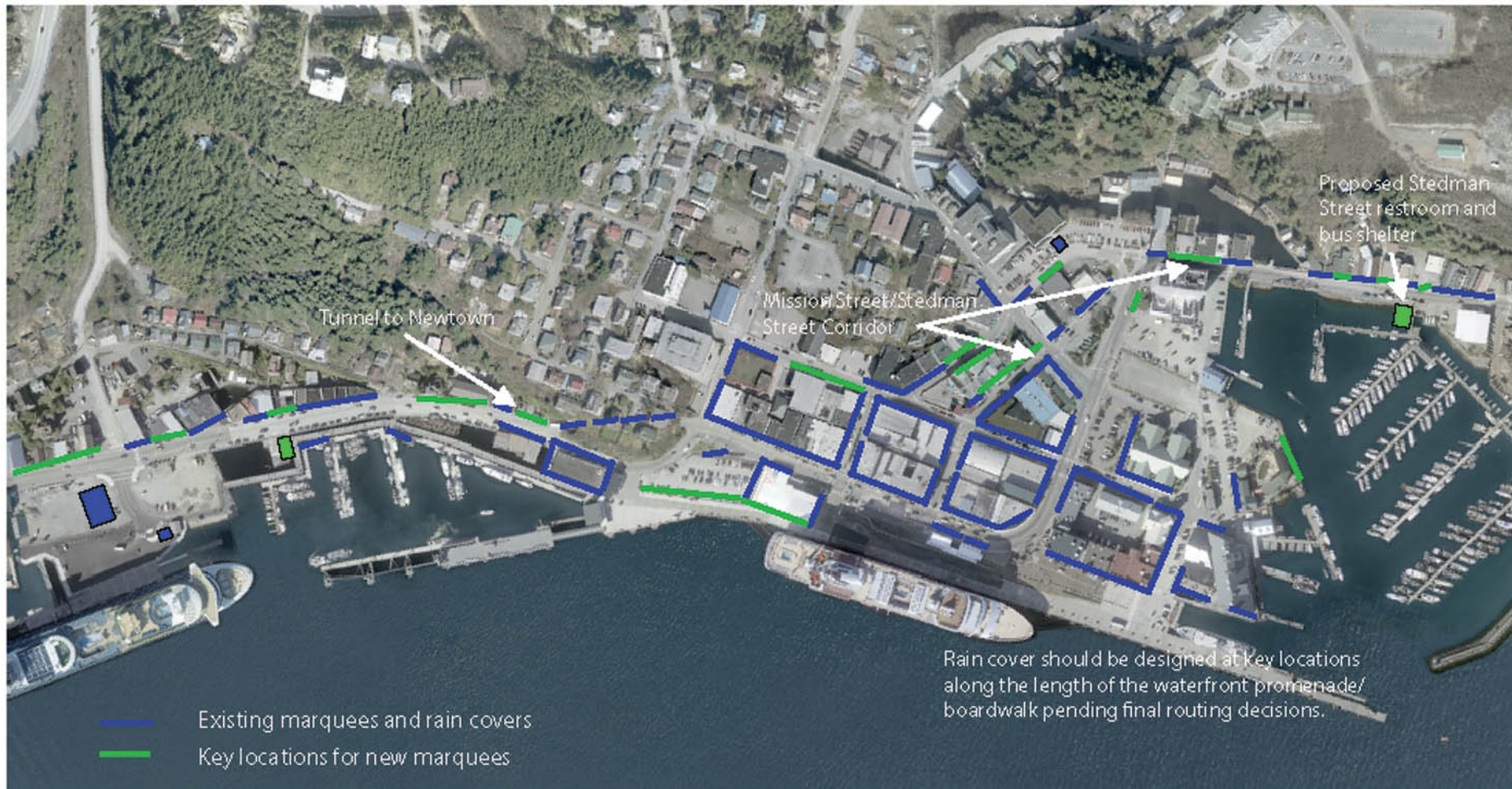
At locations where there is no building façade to support a permanent marquee but where pedestrians need shelter, a "free-standing" rain canopy may be used. Transit and school bus stops, gathering places, information kiosks and areas between existing marquees are all places where such rain covers might be considered. Since they cannot be attached to buildings, they typically require a greater degree of engineering to ensure that they are safe and structurally sound. Use of locally milled wood products is encouraged. Benches, lighting, landscaping and other features can be added. The shelter on Front Street at Eagle Park, shown here, is a good example of a free-standing rain cover using timber and steel components.



The marquee program would provide design, technical and permitting assistance to private property owners who wish to invest in adding or replacing a marquee. The program would be managed by a part-time individual (staff or consultant) who would work with building owners and neighborhood groups. The manager would secure technical assistance from local architects and engineers to facilitate design, engineering and permitting of a marquee. After the 1st year, it is expected that completed marquees would serve as models that could be easily translated to future properties. A library of experience and information related to design, materials, costs, maintenance, etc. could be shared. This would reduce the need for technical assistance and thereby enable sustaining the program with lesser grant resources.

The leadership and management of the program would be proactive in developing incentives and in accessing financial assistance. They would encourage strategically important properties (those that infill extensive voids in rain cover and make key connections to retail destinations, such as from the tunnel to Newtown and from Whale Park along Stedman Street). Individual property owner investment will be emphasized with grant funds providing critical support and with planned incentives used to leverage private investment. The program would also promote public sector provision of rain shelters for transit and sidewalks where there are not buildings (e.g., along the waterfront promenade/ boardwalk pending final routing decisions).

### Rain Cover in Newtown, Downtown and Old Town



#### Partnerships

Property owners, neighborhood associations, Ketchikan Gateway Borough Community Enhancement Committee, City of Ketchikan Public Works, Alaska DOT&PF, Ketchikan Gateway Borough Transit Department, local architects, engineers and landscape architects, and others.

#### Lead Roles

Historic Ketchikan, Ketchikan Gateway Borough Planning Department, property owners

#### Estimated Costs: 1st Year Program Development

Approximately \$50,000 for planning, management and technical assistance and \$100,000+ in private investment.

#### Funding Sources

Private investment plus CPV grant of approximately \$35,000 and Transit grant of \$15,000 (bus shelter marquees) for the 1st year. 2nd year funding will depend on the performance of the 1st year and is expected to be at reduced levels due to the completion of start-up products (model marquees, established designs, approved permitting details, etc.) in the 1st year.

#### Implementation Schedule

(The schedule assumes December, 2010 program approval and start-up.)

Program Tasks	Start	Finish
Workshop to establish project design/roles	Dec-2010	Dec-2010
Project management relationships established	Dec-2010	Dec-2010
RFP for project assistance developed	Jan-2011	Jan-2011
Coordinator/consultants selected, work initiated	Feb-2011	Feb-2011
1st 3 projects selected for assistance	Mar-2011	Apr-2011
Investment incentives developed	Jan-2011	Apr-2011
Neighborhood economic benefits outlined	Feb-2011	Mar-2011
Design & permitting for 1st 3 projects	Apr-2011	Apr-2011
Construction start/finish on 1st 3 projects	May-2011	Jul-2011
Performance review, design of 2nd year program	Aug-2011	Sep-2011

## Paint-Up/Fix-Up Program



### Why Have a "Paint-Up/Fix-Up" Program?

- Expansion of the long-time Paint-Up/Fix-Up program is considered a high priority project by the Newtown and Old Town neighborhoods, and a key objective of Historic Ketchikan.
- Attractive paint colors and cleaned up facades can highlight Ketchikan's many distinctive historic buildings.
- Visually appealing street fronts such as the Newtown commercial district can be an invitation to visitors, especially from Berth 4.
- The project will have quick, tangible results with a small investment (start-up costs are minimal since this is an established program).
- Business and property owners and neighborhood groups will be provided with a range of needed building assistance, including paint color selection advice, architectural, engineering and permitting assistance, reduced paint and materials costs, paint preparation advice, and access to special equipment (ladders, scaffolding, lifts, etc.).
- The project is intended to serve as a catalyst for private development and to create local jobs, tax revenue and leveraged investment



#### The Newtown Waterfront

A Paint-Up/Fix-Up Program to brighten up the commercial district was the first priority of the Newtown neighborhood.



#### 2 Stories about 2 nearly identical buildings

The building on the left is on historic Hopkins Alley and has a wonderful story to tell about its own history and that of Hopkins Alley. Many of its neighboring properties have not been renovated and there has not been a public commitment to the area's rehabilitation. It is assessed today at \$23,700 (land and building). The Creek Street building on the right is virtually the same size and is valued at nearly 10 times as much. It was once even more dilapidated than the Hopkins Alley one. It received assistance from the Paint-Up/Fix-Up Program, was renovated with local labor and materials, enables two businesses with year-round employees, generates substantial property and sales tax and, as the oldest building on the Creek, is an important part of our history and heritage tourism.

The Newtown, Downtown and Old Town neighborhood all have many dilapidated, underused or vacant buildings that represent both problems and opportunities. To many individuals or small companies, these circumstances provide a desirable start-up business location and/or a low cost investment opportunity. Fixing up older buildings is often inhibited by lack of knowledge, need for technical assistance, difficulties in navigating

complex permitting procedures, cost of materials and equipment, etc. Perhaps even more significant is the uncertainty of local government commitment to an area such as Hopkins Alley and of neighbor's commitments to invest in their properties.

Economic development-savvy communities use heritage tourism strategies to enable private investment. They make assistance available in term of tax incentives, appropriate zoning and key infrastructure investments. The proposed expanded Paint-Up/Fix-Up Program would address the range of constraints facing Ketchikan property owners. It would provide design, technical and permitting assistance and materials/equipment discounts to private property owners who wish to invest in building improvements. Historic Ketchikan would work with local government leaders to establish an incentive program that would further encourage property owners.

The program would be managed by a part-time individual (staff or consultant) who would work with building owners and neighborhood groups. The manager would help secure any needed local technical assistance to facilitate design, engineering and permitting of a building renovation. The manager would coordinate workshops on paint preparation, local materials, and other aspects of building renovation desired by property owners.

The program would encourage strategically important groupings of properties (such as Hopkins Alley) to initiate multiple paint-up/fix-up projects. Individual property owner investment will be emphasized with grant funds providing critical support and planned incentives used to leverage private investment. The program would also work with local government to enhance public structures.



A Paint-Up/Fix-Up Program will encourage private restoration of older, dilapidated or historic properties and this in turn will help retain businesses and jobs, add local employment opportunities, increase business activity, add sales and property tax revenues, and further improve visitor destination appeal.

**What is the Paint-Up-Fix-Up program?**

The Paint-Up-Fix-Up program was its first program when Historic Ketchikan was established in 1990. Over the years, more than 150 properties have participated. The program offers guidance and paint discount to local property owners. In exchange, Historic Ketchikan consults with the owner on paint schemes and ways to make the property better fit its surrounding - particularly if it is in one Ketchikan's historic neighborhoods. The Paint-Up/Fix-Up Program also offers technical assistance to commercial property owners. Information on paint schemes, signage, facades and marquees is available. Historic Ketchikan will help property owners work with contractors and other businesses to improve their property and also offers signage and design rebates.

In the 20 years since its inception, Historic Ketchikan has added a variety of programs and activities, including its Historic Walking tour, informational kiosks, and restoration of key historic properties. Consequently the Paint-Up-Fix-Up program has not been as active as it was initially. During a recent discussion with its Board, reinvigorating the Paint-Up-Fix-Up program was identified as a goal for the non-profit organization.



The above properties are several of the 150+ properties receiving paint-up/fix-up assistance from Historic Ketchikan

**Partnerships**

Property owners; Ketchikan Gateway Borough Community Enhancement Committee; City of Ketchikan Public Works; PLEDAC, neighborhood association; and others.

**Lead Roles**

Historic Ketchikan, Ketchikan Gateway Borough Planning Department, property owners

**Estimated Costs: Phase One 1st Year Program Redevelopment**

Approximately \$40,000 for program management and technical assistance during the first year. This dollar figure would be expected to leverage at least \$200,000 in private investment.

**Funding Sources**

The cost of the first year program management and technical assistance will be met by CPV funds.

**Implementation Schedule**

(The schedule assumes December, 2010 program approval and start-up.)

Program Tasks	Start	Finish
Workshop to establish project design/roles	Dec-2010	Dec-2010
Project management relationships established	Dec-2010	Dec-2010
1st 3 projects selected in each neighborhood	Jan-2011	Jan-2011
Consultant selected/assistance initiated	Feb-2011	Feb-2011
Investment incentives developed	Feb-2011	Apr-2011
Design, permitting & approvals for 1st projects	Feb-2011	Apr-2011
Construction and painting start/finish	Apr-2011	May-2011
2nd set of projects selected each neighborhood	Apr-2011	May-2011
Design, permitting & approvals for 1st projects	May-2011	Jun-2011
Construction/painting start/finish, 2nd projects	Jun-2011	Sep-2011
Performance review, design of 2nd year program	Oct-2011	Oct-2011

## Waterfront Promenade & Boardwalk Program

The waterfront boardwalk has long been a dream for Ketchikan. Considered by many residents to be the most important element of the City's character, the ability to experience the beauty and vitality of the waterfront should be maintained to its fullest extent. We have important pieces already: the seawalk, the docks, the sections of waterfront sidewalk, the breakwater. From the north edge of Berth IV to the Thomas Basin breakwater, Ketchikan has the opportunity to create a continuous 4,000 foot waterfront boardwalk that will forever serve its residents and visitors. Once complete, it will be a unique asset that continues the maritime traditions of this seaport city and brings the nature of Ketchikan's waterfront alive.

This project is a high priority for Newtown, Downtown and Old Town residents and businesses. It connects all three historic neighborhoods and provides residents and visitors of all ages a way to experience the entire waterfront, visiting historic sites, harbors, community attractions and retail opportunities along one continuous route.

The waterfront boardwalk could become one of the community's most used recreational areas, functioning more like a linear park than simply a boardwalk or walking trail. Existing parks, mini-parks and recreation areas are linked to it (e.g., Eagle Park), as well as proposed new ones (Spruce Mill park). Additional recreational features could be added, including health run/walk stations (for stretching, special exercises), enclosed areas for children to play safely, and covered places with tables and grills for people to cook salmon or in other ways eat outdoors. If properly designed, businesses that front onto the boardwalk could take advantage of it for "boardwalk cafes," displays, and places for customers to rest or window shop.

The waterfront boardwalk is an effective way to guide visitor movement. If consistently treated, visitors can confidently find their way around. Through carefully designed links to the boardwalk, visitors can be directed into all the commercial districts and attractions, thus reducing congestion.

While there is broad support for the waterfront boardwalk, there is not a clear strategy for remaining routing decisions, for completing the boardwalk, for financing remaining steps, for guiding uses along the boardwalk, for pedestrian amenities such as rain covers, furnishings, etc. There is not an oversight or advocacy group promoting completion, advising on design and working on financing. Too often, decisions are based on recommendations of outside engineers without an appreciation of a community vision for the entire route.

### Existing Boardwalk Conditions

This map illustrates the complete waterfront route from Berth IV to the end of Thomas Basin breakwater. It is about 4,000 ft (.75 miles). Of this,

- 1200 ft (33%) consists of decking, railings and clear dedicated space for pedestrians, such as the new "Seawalk" from Berth IV, and around Salmon Landing development, and the Thomas Basin breakwater.
- Another 1,650 ft (40 %) consists of areas where pedestrian movement is possible but the actual routing and separation of pedestrians from vehicles is not clearly defined (a "shared" boardwalk). This condition is encountered along the waterfront seaward of Front Street, the loading/unloading area at Berth IV, and part of Thomas Street.
- About 350 ft consists of the existing Stedman Street sidewalk, and
- About 500 ft. has no improvements, following the old Spruce Mill shoreline to the Federal Building.

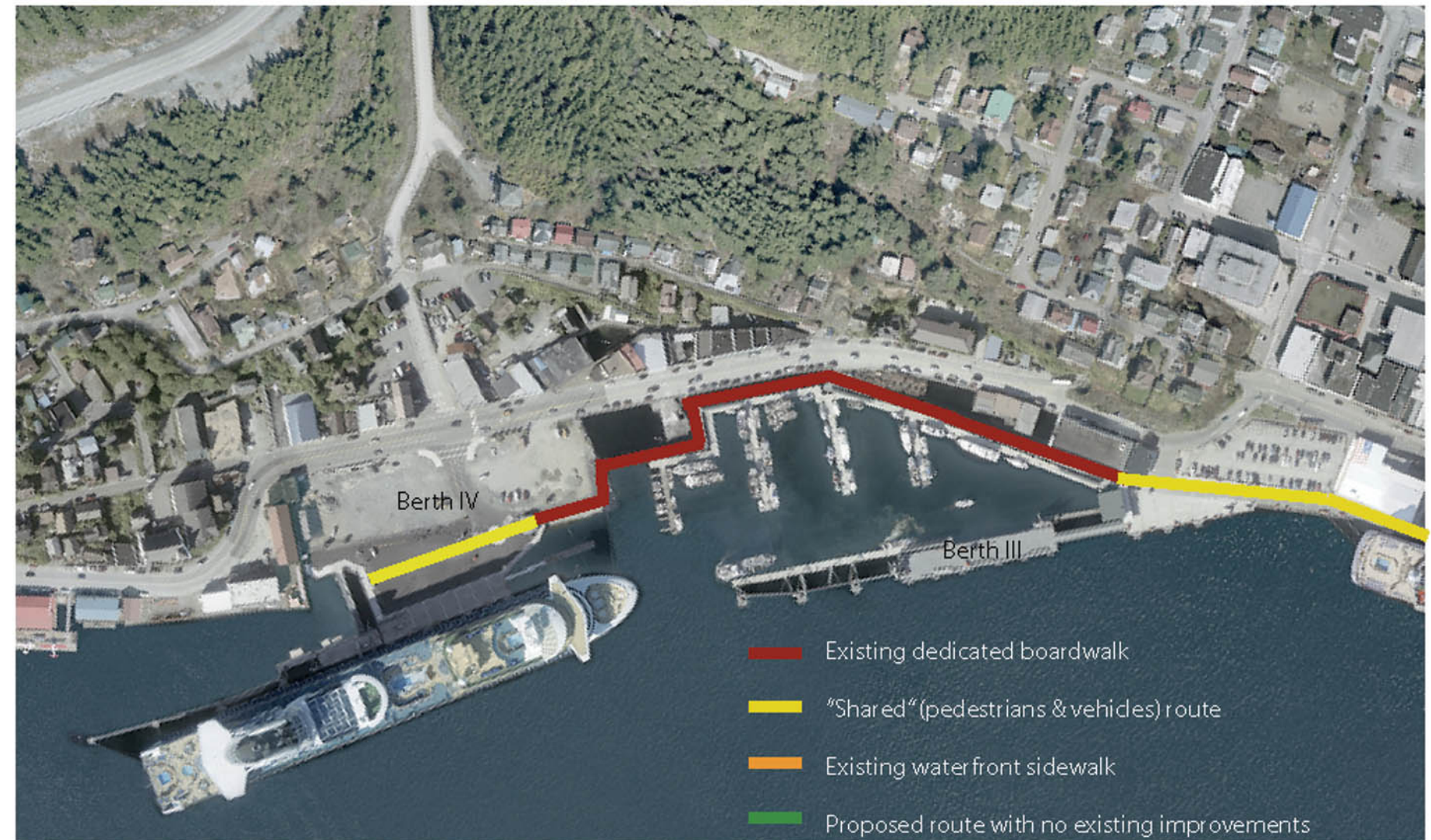
### Potential Boardwalk Improvements

#### Berth 4 Loading & Unloading Area

- better separation of pedestrians & vehicles
- improved connections to Newtown
- sidewalks along Schoenbar Circle to Water
- guidelines for commercial uses on private lands adjacent to the boardwalk
- rain shelter, loading/unloading area
- landscaping, furnishings, signs other pedestrian amenities, public arts
- interpretive signage, "the Cannery story"

#### New "Seawalk"

- connection/bridge to Harborview Park
- interpretive signs, "the City Float story"
- Newtown, local business directory
- raincover shelters at Water Street crossings, City Float loading/unloading areas



**Berth 2 and Berth 1 Dock Areas**

- freestanding rain canopies and attached building marquees where possible
- defined boardwalk areas for pedestrians
- landscaping, furnishings, signs, pedestrian amenities, public arts
- clear, safe connections to Downtown attractions and feeder routes (e.g. Mission Street corridor, Visitor Center, Ruben sculpture, etc.)
- additional mini-parks and green spaces nearby such as proposed Spruce Mill park

**Spruce Mill Waterfront to Federal Building**

- new wooden boardwalk, dedicated routing around Fish & Wildlife building
- connection to Spruce Mill way
- landscaping, furnishings, signs, pedestrian amenities, public arts
- mini-park with interpretive signs, telling the story of "baseball on the tideflats"

**Stedman Street**

- bus shelter/restroom at Thomas Basin ramp
- wooden boardwalk to replace sidewalk
- fishing platforms & fish cleaning areas
- lighting, landscaping, furnishings, signs, pedestrian amenities, public arts
- pedestrian safety features (crosswalks, curb bulb-outs, signs)
- stairs down to beach area

**Thomas Street**

- Dedicated pedestrian walkway along bulkhead edge (with changes to parking to accommodate this)
- Interpretive signs & information (e.g. "visitor's guide to boat types")
- Raincover, screened garbage at "gateway" (ramp area)

**Breakwater**

- shelter/structure at end of breakwater
- fishing platform with fish-cleaning facilities
- viewing areas with provision for picnicking
- landscaping/trees
- boardwalk/defined pedestrian routing through parking lot (as part of parking lot expansion)
- interpretive signage

**Partnerships**

Property owners, Downtown, Newtown & Old Town neighborhood associations, Ketchikan Gateway Borough Community Enhancement Committee, City of Ketchikan Public Works, Alaska DOT&PF, Ketchikan Gateway Borough Planning Department, Waterfront Boardwalk Advisory Group (to be established), Historic Ketchikan

**Lead Roles**

Waterfront Boardwalk Advisory Group, City of Ketchikan Public Works Department, Ketchikan Gateway Borough Planning Department, property owners. The Advisory Group will advocate for financing/completion of priority sections; advise on routing, user policies, design, use of local materials; and promote awareness.

**Estimated Costs: Year One Activities**

Conduct public process for finalizing routing of remaining undetermined boardwalk segments; develop a capital improvements program for priority segments; prepare guidelines for boardwalk width, materials, detailing; and secure financing for priority projects; (\$25,000).

**Funding Sources**

CPV funding for public process, programming, design guidelines; CPV and State DOTPF funding for selected improvements.

**Implementation Schedule**

(The schedule assumes December, 2010 program approval and start-up.)

Program Tasks	Start	Finish
Project management relationships established	Jan-2011	Jan-2011
RFP for project assistance developed	Feb-2011	Feb-2011
Consultants selected/public workshop	Mar-2011	Apr-2011
Finalize routing of all remaining segments	Apr-2011	May-2011
Prepare capital improvements program	May-2011	Jun-2011
Develop design guidelines	Jun-2011	Aug-2011
Identify/secure funding for key elements	May-2011	Dec-2011



