

Projects & Programs: Downtown



Revitalizing Ketchikan's Neighborhoods
NEWTOWN • DOWNTOWN • OLDTOWN

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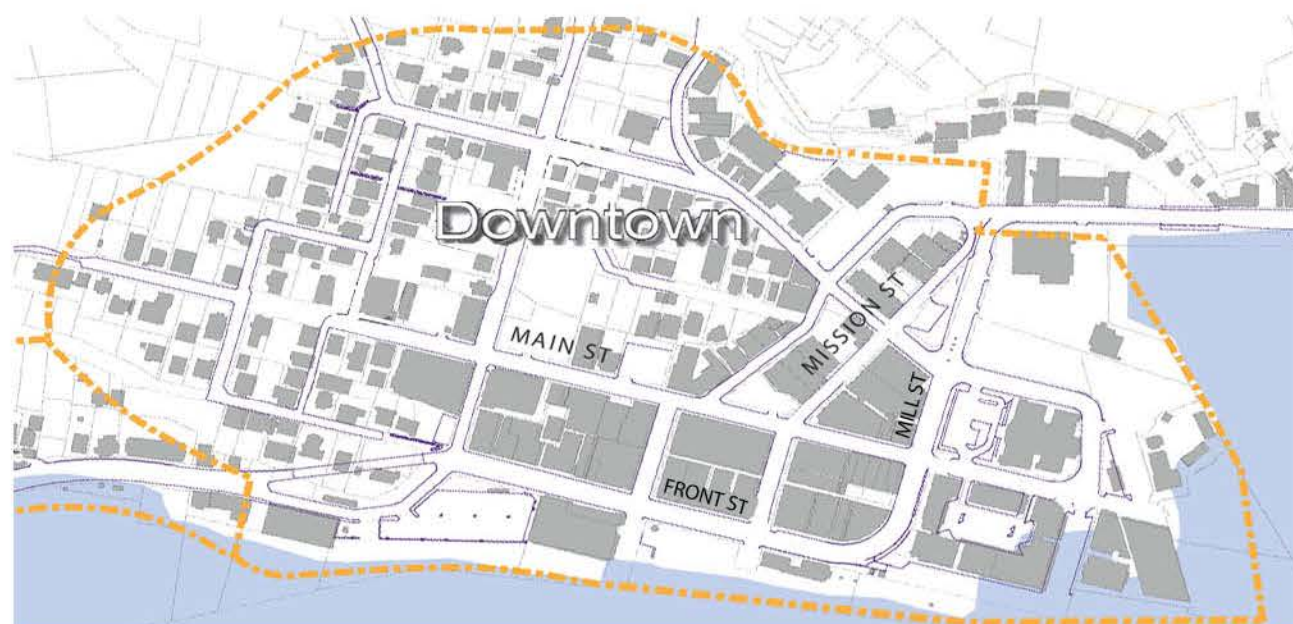
Introduction: Downtown

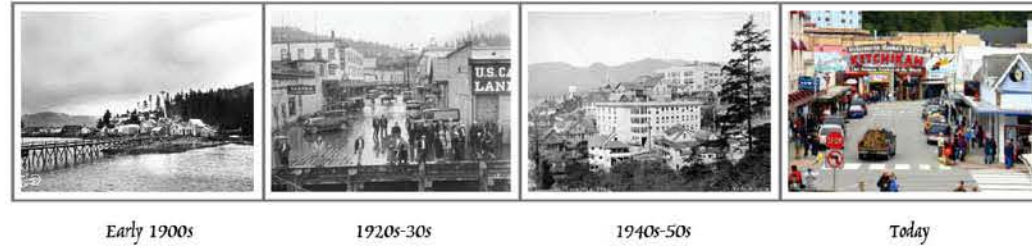
Ketchikan's first buildings were oriented toward to the waterfront and Tongass Narrows – a characteristic that remains to this day. Many of the commercial and residential structures constructed in 1910-1950 are still standing, and the downtown is a compact, pedestrian-oriented area that serves retail, government, residential and social functions.

Downtown Ketchikan's waterfront has always been key to its economy. Today, three cruise ship docks replace canneries and the former Spruce Mill along the waterfront. The seasonal impact of the thousands of cruise ship visitors has transformed the commercial district to mainly seasonal retail serving the visitor industry. Upland development has not kept up with development of the docks, and downtown's narrow sidewalks can be extremely crowded.

Many local businesses have moved from the downtown to other parts of the community. An effective downtown organization has been formed in recent years to improve the downtown area for local and visitor use and to encourage the retention of local businesses and government functions.

Within this section are the implementation and priority projects for Downtown that developed out of the neighborhood vision. These include Mission Street Corridor Improvements, Whale Park & Totem Way, Main Street Arts District Improvements, Waterfront Promenade at Spruce Mill, and Waterfront Promenade at Berth III.





DOWNTOWN VISION STATEMENT

APRIL 22, 2010

Preserve our heritage

- Retain our wooden stairs/boardwalks
- Restore our historic buildings & homes
- Re-create our alleys as retail destinations
- Create downtown historic district

Be pedestrian friendly

- Extend rain marquees along Main & Mission
- Provide safer sidewalks & crosswalks
- Provide pedestrian separation at Front/Mill
- Emphasize pedestrian circulation on Mission

Make it easy to find parking

- Improve existing parking lots
- Reduce employee use of on-street parking

Protect/enhance our natural beauty

- Expand Whale Park and add shelter
- Introduce street trees/gardens where possible
- Remove derelict buildings as required

Complete the waterfront promenade

- Finalize route along docks and to Stedman
- Use wood rather than concrete where possible
- Establish design standards and adjacent uses
- Define steps/costs for completion
- Add bus shelter near Federal building

Keep businesses we have; welcome others

- Retain local businesses
- Encourage year-round businesses to locate here

Maintain residential liveability

- Create residential parking standards
- Protect views whenever possible

Keep Downtown clean and beautiful

- Provide design assistance for historic restoration
- Clean up garbage and pet waste
- Finalize site/lighting for sculpture garden
- Include landscaping for proposed new Fire Hall



Downtown Improvements

The Downtown neighborhood community actively participated in shaping and sharing a vision for the future, a vision which builds on the assets of the neighborhood, its heritage, valued places and on the strategies that were developed during the visioning session. The process resulted in a vision that acts as a catalyst to create a neighborhood with a unique sense of place, character and history.

The downtown projects outlined below capitalize on the potential to create meaningful public spaces by creating a continuum of public and private parks and open spaces. Shared streets would integrate currently segregated uses, and Complete streets would include art, street furnishing, lighting, and a continuum of landscapes, and trees, providing a living, engaging and dynamic place.

1. Main Street Corridor:

The Center of Ketchikan's Art District and retail core should become a Complete street with emphasis on increasing pedestrian use and vibrancy incorporating wider sidewalks with trees, benches, interpretive and way finding signs. In addition, incorporate rain garden for storm water management, crosswalks and bulb outs to increase pedestrian safety at crossings.

2. Mission Street:

A major connector between Downtown, Oldtown and Stedman Street, should become a shared street whose goal is the integrated use of public space. As a Shared street, it would be transformed from a set of segregated uses to one where walking, shopping, cycling, and driving become integrated activities. Due consideration will be paid to all users with no one getting preferential treatment over another. Uniformed paved surfaces, distinct from the paving of adjacent streets should help define the corridor. The design should include program flexibility allowing for changing needs such as deliveries, parking, celebrations, etc. Provide trees, benches, interpretive and way finding signs. Incorporate water runnels for storm water management.

3. Whale Park:

A realignment of the existing parking will expand the area of Whale Park. Additional seasonal, native plant gardens will build on the existing vegetation, and expanded sidewalk connections with playful paving patterns will lead park visitors east to the whale sculptures, then across Totem Way to the entrance of Creek St. Whale sculptures mark the west entry to Whale Park and Downtown, while salmon lead to Creek St. to the east.

4. Whale Tail/Totem Way Park Intersection:

The intersection at Totem Way will become an elevated crosswalk area at the street intersection with Stedman to address safety concerns and to highlight the connection between Whale Park with Downtown and Creek Street in Old Town. Modification of the intersection will include a right hand turn limited seasonally to emergency vehicles and public. The useable public area will be increased with the introduction of paved areas, public art, rain gardens, benches, interpretive and way finding sign and widened sidewalks and the elimination of curbs.

5. Mill Street/Front Street Intersection:

Improve pedestrian safety by eliminating crossings and widening sidewalks, create raised park area at the curve (Triangle) to discourage pedestrian crossings and improve connections to docks and waterfront promenade. This small park could include interpretive signage regarding the former Spruce Mill that was once located on this site.

6. Dock Street:

Improve crosswalk at Front Street with change of texture and pavers, consider an elevated crossing area. Provide bulb outs to improve pedestrian safety. Provide rain gardens for storm water management.

7. Spruce Mill Way Intersection:

Improve crosswalk at Main Street with change of texture and pavers. Widen and define sidewalks.

8. Mill Street:

Widen Sidewalks, and use bollards to control pedestrian movements, define crosswalks at Main Street and Bawden Street with change of texture and pavers. Incorporate rain gardens between Main Street and Bawden for storm water management.

9. Edmonds Street:

Improve Landing at elevated wood sidewalk and Dock Street, provide crosswalk to increase pedestrian safety.

10. Waterfront Promenade:

Extend the waterfront promenade from the Seawalk (connection to Newtown) to the Front Street/Dock & Mission Street intersection as a pedestrian route to help alleviate pedestrian volumes and crossings. Extend the waterfront promenade from Front Street and Spruce Mill area to the north edge of Thomas Basin along the seawall (proposed Phase I).



Legend

- ① Main Street Corridor
- ② Mission Street
- ③ Whale Park
- ④ Whale Tail/Totem Way Park Intersection
- ⑤ Mill Street/Front Street Intersection
- ⑥ Front & Dock Street Intersection
- ⑦ Spruce Mill Way
- ⑧ Mill Street
- ⑨ Edmonds Street
- ⑩ Waterfront Promenade

Downtown Improvements



Mission Street Corridor

Project Summary

Mission St. is the primary axis and historic gateway from the waterfront and cruise ship docks to downtown Ketchikan. Lined with historic buildings and a sign welcoming visitors to "The Salmon Capitol of Alaska", Mission St. leads to the Arts District on Main St., the totem at Whale Park and the Creek St. Historic District in Old Town. The seasonal impact of thousands of cruise ship visitors means the crosswalks and narrow sidewalks can be extremely crowded, discouraging visitors from exploring the downtown area and destinations beyond.

This project seeks to create an inviting and safe way for pedestrians to travel along Mission St. and begin to explore Ketchikan's rich history and culture.

The intersection at Front St. and Mission St. from the dock is key, and would be improved with new raised paving marking the intersection to identify the pedestrian route and alert vehicles to the crosswalks. Bollards will further define the pedestrian area and improve safety.

A shared street concept is proposed for Mission St. between Front St. and Main St. to create a place that feels more like a plaza than a thoroughfare and encourage the limited vehicle traffic to yield to those on foot.

At the intersection at Main St., new raised paving would mark the crosswalks and tie in to curb extensions at the existing sidewalks. For the length of the street between Main St. and Bawden St., sidewalks could be widened, with landscape elements and rain gardens, benches and interpretive signage telling the story of early Ketchikan through the history of the historic Yates Building and St. John's Episcopal Church. Continuous building marquees and free-standing shelters at open areas would protect pedestrians from rain and wind, and allow for leisurely strolling.

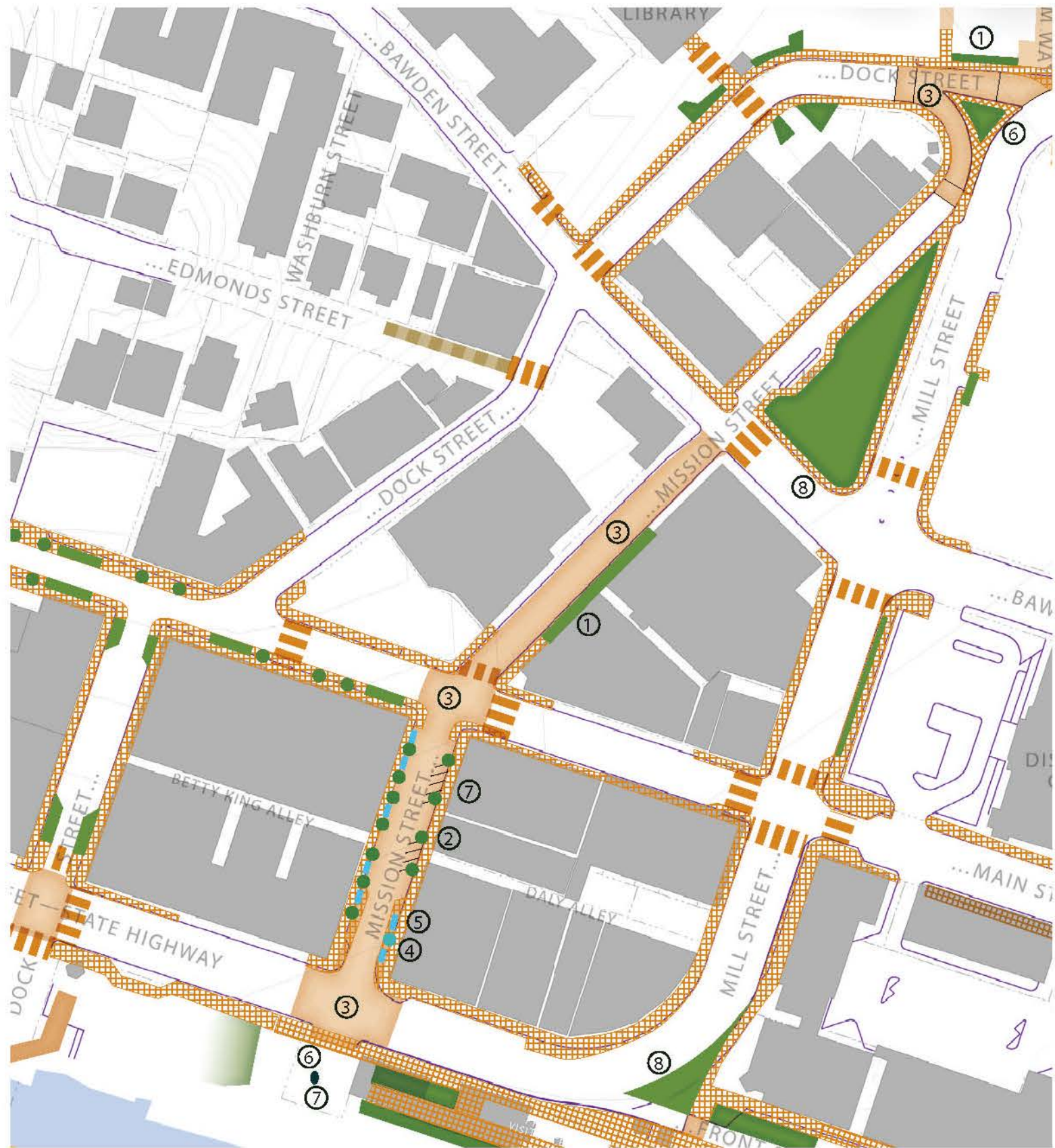
At the intersection at Bawden St., crosswalks could be improved with raised paving, tying in to curb extensions at the existing sidewalks along the street enhancing pedestrian safety. The open nature of this street, with on one side and Whale Park at the other offer pedestrians both a direct or meandering path to the Creek St. Historic District. Parking could be removed and relocated from the south end of Whale Park, with landscaping extended to the paths leading to the Chief Kyan totem pole. A continuous marquee at the buildings along the west side of the street would offer rain protection and shelter.



Historic Mission St.

Legend

- ① Rain Gardens
- ② Street Trees
- ③ Elevated Crosswalk Area / Shared Street
- ④ Interpretive Kiosk
- ⑤ Bench
- ⑥ Sculpture
- ⑦ Off Peak / Timed Parking
- ⑧ Park / Open Space



Mission Street Corridor

Lead Role:
City of Ketchikan, Downtown Steering Committee

Partnerships:
Ketchikan Gateway Borough, Mission St. Property & Business Owners, Alaska DOT (For Intersection at Front St.)

Estimated Total Cost: \$1,500,000

Estimated Cost Phase 1: \$750,000

- Design and Planning: \$90,000
- Construction Administration: \$36,000
- Art: TBD
- Walks and Walkways: \$410,000
- Trees and Landscape: \$30,000
- Infrastructure: \$120,000
- Street Furnishings: \$36,000
- Interpretative Signage: \$28,000

Funding Source:
Commercial Passenger Vessel (CVP) Revenue
State Transportation Funding



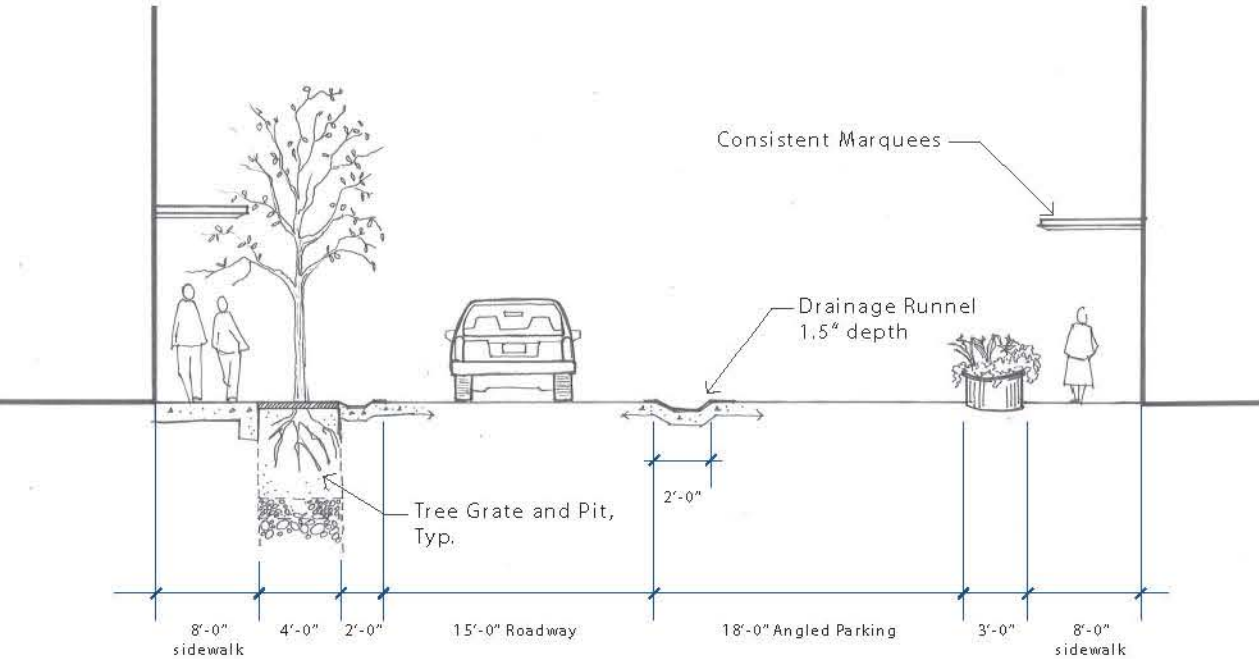
Proposed Condition



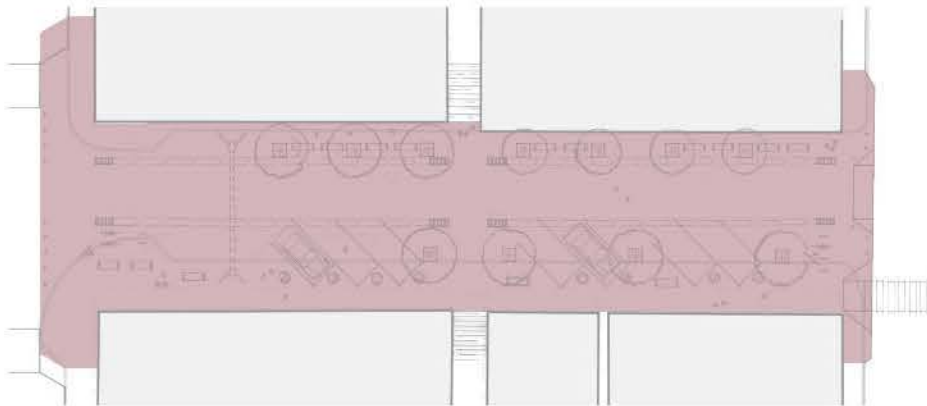
Existing Condition

Program Tasks: Phase 1	
Project Management & Funding Established:	Spring 2011
Request for Proposal for A/E Services:	Spring 2011
Design Notice to Proceed for Phase 1:	Spring 2011
Public Meetings:	Summer - Fall 2011
Construction Documents for Permitting:	Fall - Winter 2011
Bidding, Contractor Selection, NTP:	Spring 2012
Project Completion:	Fall 2012

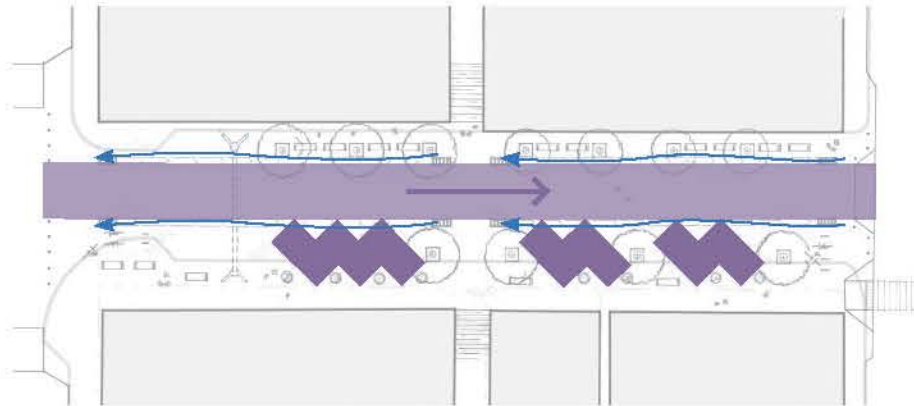
Mission Street Corridor



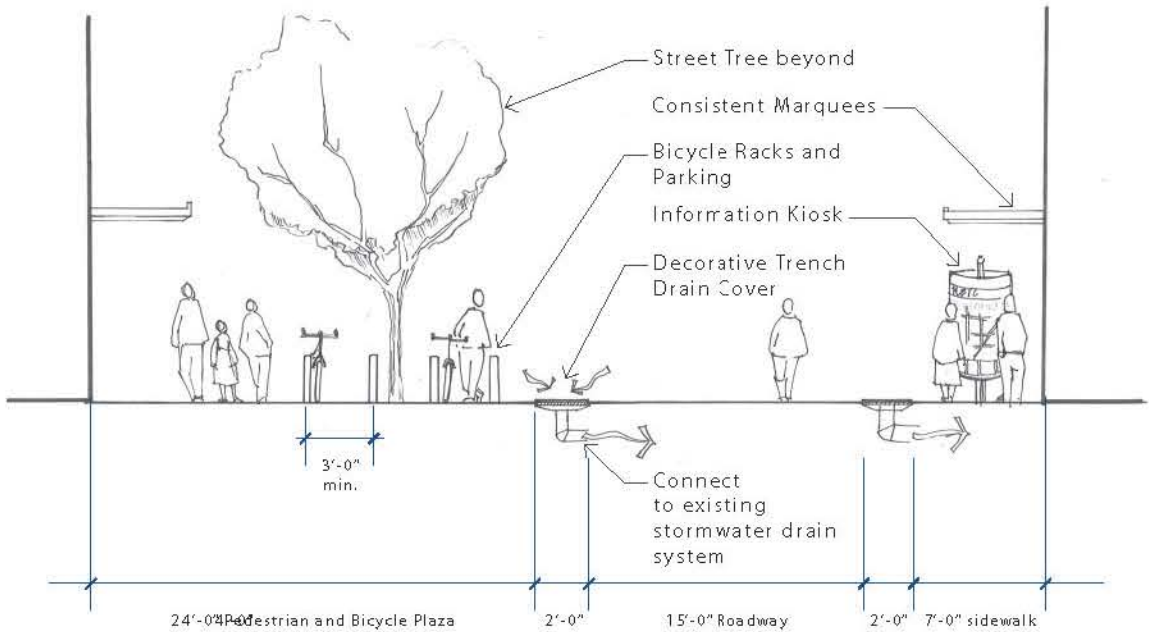
Section 1



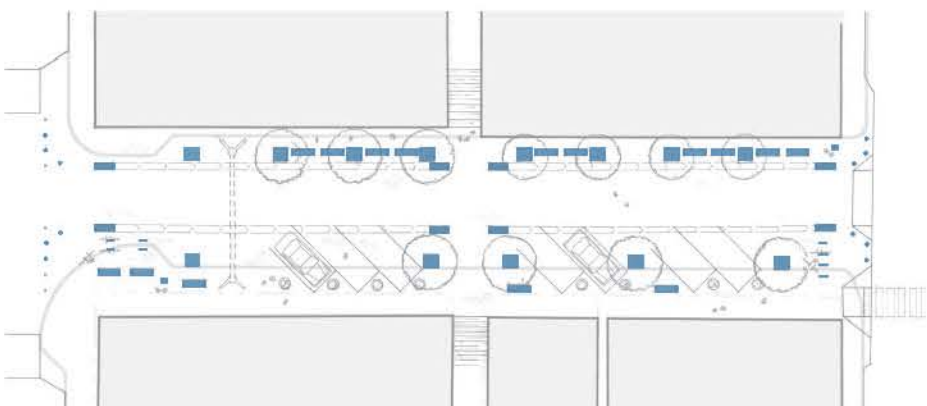
Area of Consistent Paving - A consistent patterned paving across the road and the sidewalk help create a shared street that feels more like a large pedestrian plaza than a thoroughfare.



Vehicular Access and Parking - The one-way single lane of travel is defined by drainage runnels on either side of the road that contain and direct runoff and prevent the formation of large puddles in the roadway. For easy access to shops on Mission Street, angled parking is available on one side of the street.



Section 2



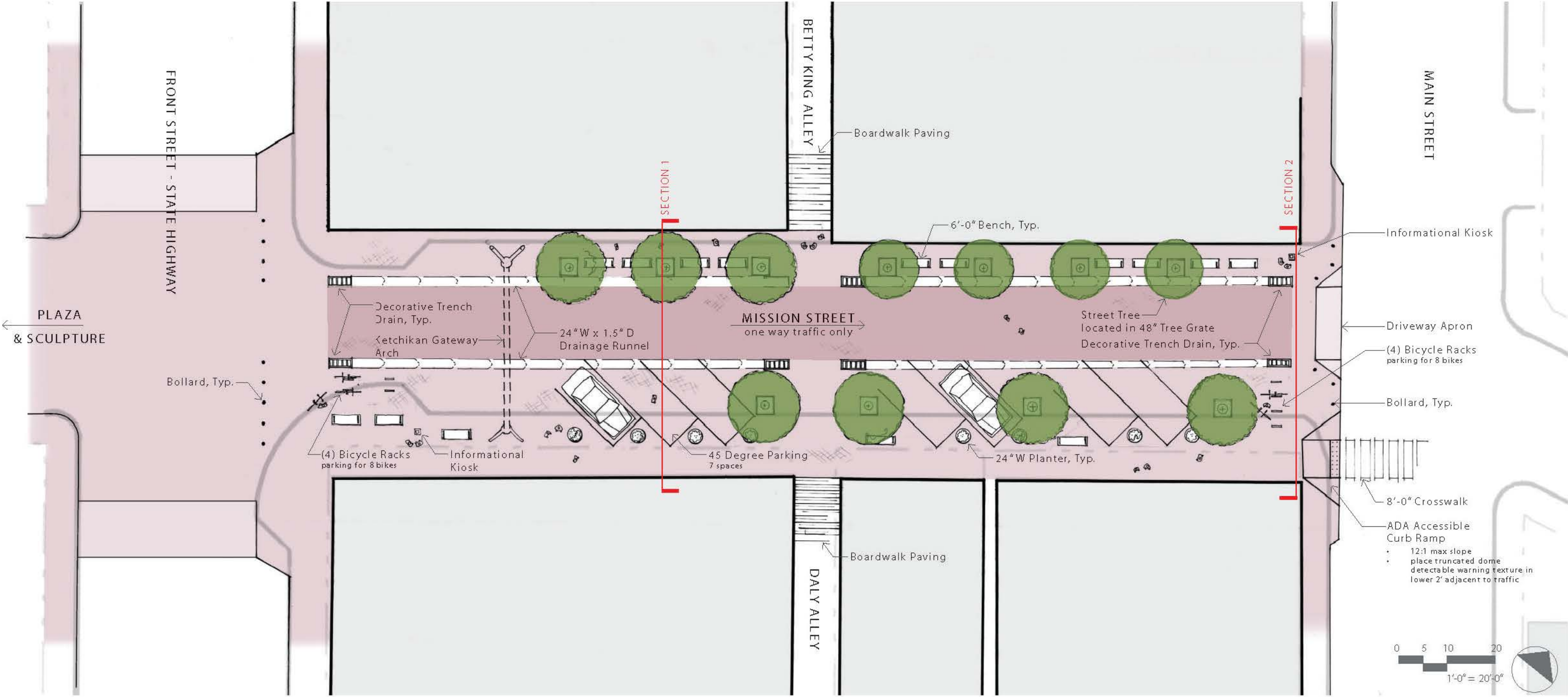
Cohesive Street Furnishings - Uniform furnishings highlight Ketchikan's history. These include: benches, bollards, light posts, tree grates, trench drain covers and informational kiosks.



Landscape - Street trees add color and texture to Mission Street. A line of planters provide spots of seasonal planting interest while also serving as wheel stops for the angled parking.

Mission Street Corridor: Phase I-Front Street to Main Street

A shared street concept is proposed for Mission St. between Front St. and Main St. Patterned and colored paving would be used for both the pedestrian way and the vehicle route, with paved runnels replacing the curbs along the street to create a place that feels more like a plaza than a thoroughfare. Street trees and furnishing further enhance the pedestrian character of the street, and encourage the limited vehicle traffic to yield to those on foot. During the busy summer months vehicle traffic could be limited on Mission St. during the hours cruise ships are docked, with unlimited traffic during evening hours and winter. Within this block, angled parking would be limited to one side of the street and the sidewalk area widened on both sides. Continuous building marquees will be encouraged to provide shelter from the often rainy days in Ketchikan and encouraging exploration of the area. Interpretive signage will share the history of the area, and identify the historic buildings and events along the way.



Whale Park/Totem Way Intersection

Project Summary

Description:

A realignment of the existing parking will expand the area of Whale Park just past Mission St. Additional seasonal, native plant gardens will build on the existing vegetation, and expanded sidewalk connections with playful paving patterns will lead park visitors east to the whale sculptures, then across Totem Way to the entrance of Creek St. Whale sculptures mark the west entry to Whale Park and Downtown, while salmon lead to Creek St. to the east. Extend and increase the park's green and useable areas and provide better connections to and between Mission Street and Stedman Street. Increase benches, interpretive way finding signs and lighting. Provide new paved areas with patterns and salmon inserts to celebrate salmon runs leading to Creek St.

Lead Role:

Ketchikan Gateway Borough, City of Ketchikan, Neighborhood Associations

Partnerships:

Adjacent Property & Business Owners, KGB Transit Department., Alaska DOT at Stedman St.

Estimated Total Cost: \$ 650,000

Estimated Cost Phase 1: \$ 125,000

Funding Source:

Commercial Passenger Vessel (CPV) Revenue



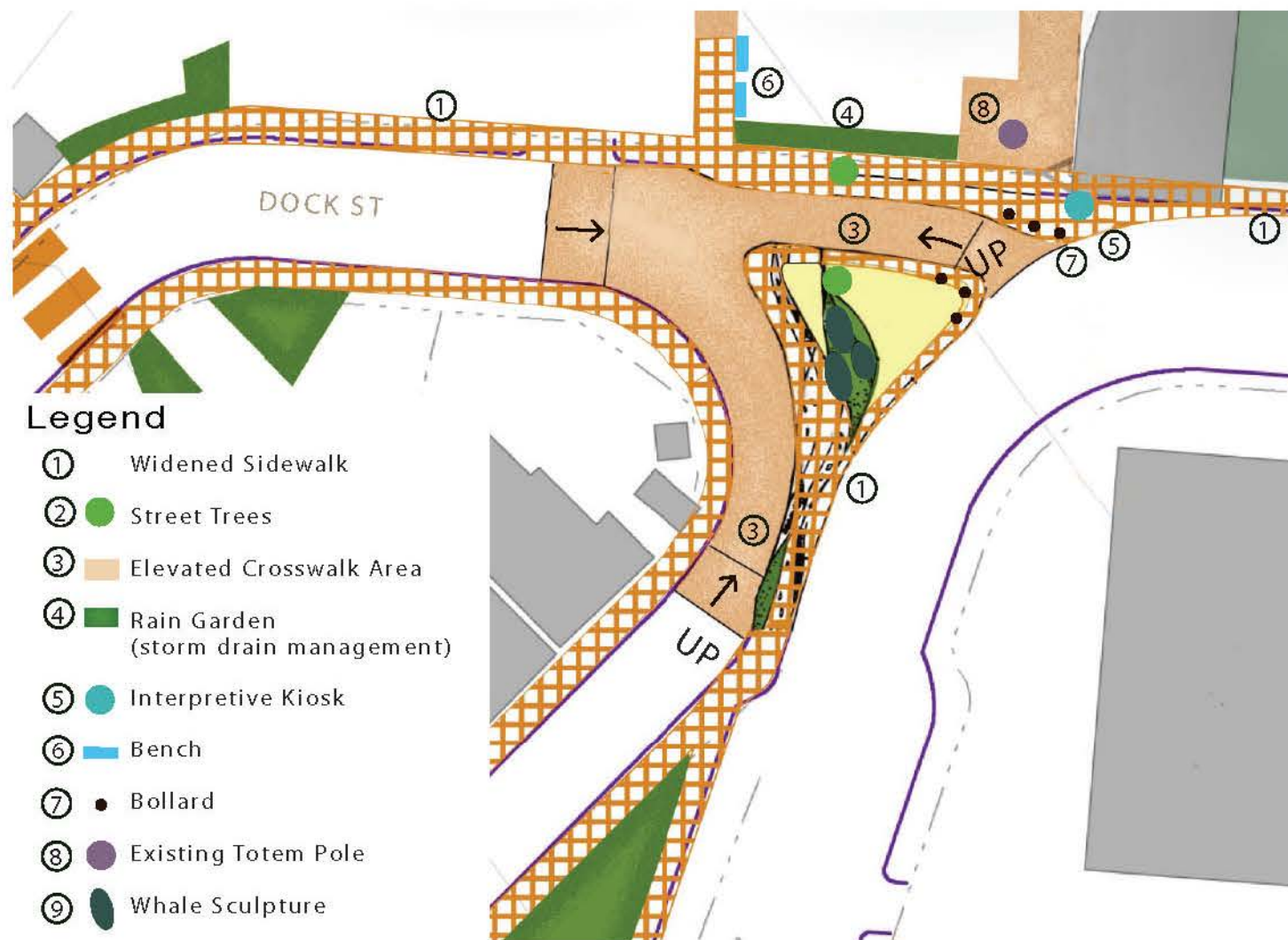
Program Tasks: Phase 1	
Project Management & Funding Established:	Spring 2011
Request for Proposal for A/E Services:	Spring 2011
Design Notice to Proceed for Phase 1:	Spring 2011
Public Meetings:	Summer - Fall 2011
Construction Documents for Permitting:	Fall - Winter 2011
Bidding, Contractor Selection, NTP:	Spring 2012
Project Completion:	Fall 2012

Whale Park/Totem Way Intersection

Project Summary

Description:

The intersection at Totem Way will become an elevated crosswalk area at the street intersection with Stedman to address safety concerns and to highlight the connection between Whale Park with Downtown and Creek Street in Old Town. Modification of the intersection will include a right hand turn limited seasonally to emergency vehicles and public transportation easing the corner at Stedman St. to encourage traffic to continue south around Whale Park rather than through the Totem Way intersection. Outlines of schools of salmon in the paving will lead to Creek St. and the area surrounding the Chief Johnson Pole. The useable public area will be increased with the introduction of paved areas, public art, rain gardens, benches, interpretive and way finding sign and widened sidewalks and the elimination of curbs.



Conceptual View



Existing Condition

Main Street-Arts District Improvements

Project Summary

Main St. is evolving into Ketchikan's Arts District with a mix of galleries and arts organizations. Within the center of the Downtown and retail core, it is visualized as a complete street with emphasis on increasing pedestrian use as well as economic and entertainment vibrancy for local residents and visitors. To achieve these goals, it should increase pedestrian and walking areas by widening the sidewalks and completing building marquees where necessary. Additionally, trees can help provide both shade and rain cover. The addition of benches, interpretive and way finding signs would contribute to the creation of a complete street encouraging pedestrian use by activating the street fronts of shops, galleries, museums and other active public uses. In addition, rain gardens should be used to help manage storm water and to reduce overflow. Crosswalks, bulb outs and bollards could also be provided to increase pedestrian safety at crossings. ADA ramps should be provided on both sides of the bulb outs to increase pedestrian safety.

Property and business owners could be encouraged through incentive programs and assistance to provide window planter boxes and hanging planters.

Crab apple trees are the recommended tree for this corridor, along with native shrubs and grassed for the rain gardens (See Landscape Strategies).



Existing Condition



Legend

- ① Widened Sidewalk
- ② Street Trees
- ③ Sidewalk Bulbout
- ④ Rain Garden (storm drain management)
- ⑤ Interpretive Kiosk
- ⑥ Bench

Main Street-Arts District Improvements

Lead Role:

City of Ketchikan, KGB Planning Department, Downtown Steering Committee

Partnerships:

Property & Business Owners, Ketchikan Area Arts & Humanities Council (KAAHC), First City Players, Ketchikan Theatre Ballet

Estimated Total Cost: \$950,000

Estimated Cost Phase 1: \$450,000

Funding Source:

Commercial Passenger Vessel (CPV) Revenue



Proposed Condition



Existing Condition

Program Tasks: Phase 1	
Project Management & Funding Established:	Spring 2011
Request for Proposal for A/E Services:	Spring 2011
Design Notice to Proceed for Phase 1:	Spring 2011
Public Meetings:	Summer - Fall 2011
Construction Documents for Permitting:	Fall - Winter 2011
Bidding, Contractor Selection, NTP:	Spring 2012
Project Completion:	Fall 2012

Waterfront Boardwalk at Old Spruce Mill

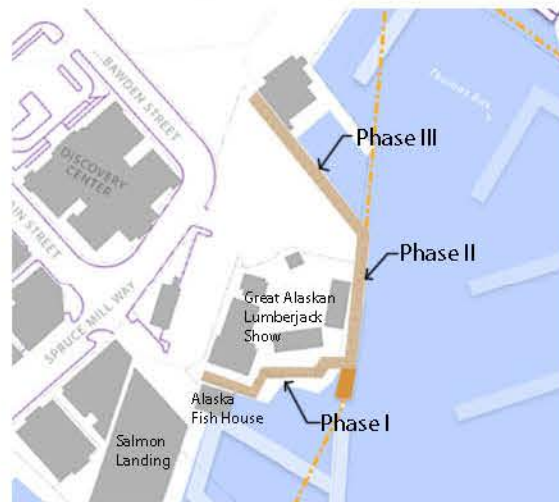
The downtown waterfront is one of Ketchikan's greatest assets. The area along the north edge of the historic Thomas Basin offers a vibrant mix of fishing boats, pleasure craft, and salmon fishing at the mouth of Ketchikan Creek. To increase public access, a continuous wood boardwalk is proposed on a dedicated easement provided by the adjacent private property owners. This portion of the boardwalk would run along the north edge of Thomas Basin and adjacent the Great Alaska Lumberjack Show to link the downtown docks with the Old Town neighborhood. The boardwalk provides a safe and easily identifiable "urban trail" from the end of Main St. to the existing wood boardwalk at the Federal Building and Stedman St. Concept plans include pedestrian amenities such as seating, shelters, lighting, landscaping, interpretive signage and locations for public art. The boardwalk passes through the site of the former Spruce Mill and along Thomas Basin where commercial fishing vessels reside - offering opportunities to share the rich history of Ketchikan's maritime and timber industries.

Phase I of the Boardwalk has been funded with a mix of public and private funds and is to be completed in Spring 2011. The project will include a wood boardwalk and railing from the end of Main St. between the Alaska Fish House and the Great Alaska Lumberjack Show to an upgraded pile-supported wood platform with seating at overlooking Thomas Basin.

Phase II of the project continues the wood boardwalk along the waterfront to the corner near the mouth of Ketchikan Creek. Phase III will continue the boardwalk to the Fish & Wildlife Building. The existing sheet pile wall will be repaired as part of the project. The 8' to 12' wide boardwalk will include wood railings, lighting, benches, viewing platforms, landscaping and interpretive signage. The project requires a partnership of federal, state, and local governments as well as the private property owners, to meet the long-standing goal to provide public access to the waterfront.



CONCEPT DESIGN FOR BOARDWALK - PHASE II



BOARDWALK PLAN



EXISTING SITE FACING EAST



PROPOSED BOARDWALK FACING EAST

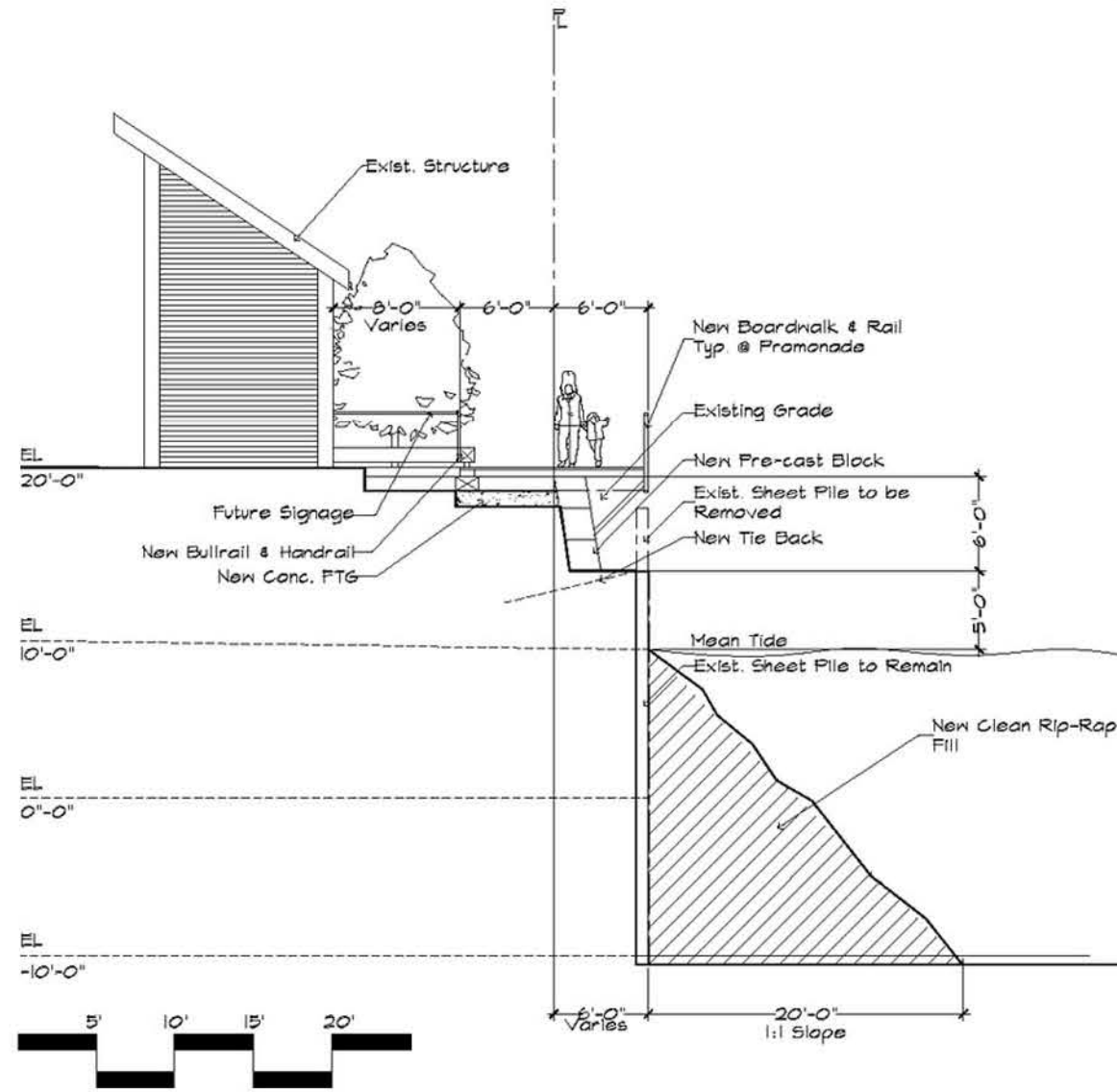


EXISTING SITE



EXISTING SITE

Phase II & III of the Waterfront Boardwalk will run along the top of the existing fill and steel sheet pile wall at the site of the former Spruce Mill. The fill is on private property while the tidelands and a portion of the sheet pile are owned by the City of Ketchikan. The sheet pile is in poor condition and will need to be repaired or replaced as part of the project. One approach to construction is shown at the right which may be cost effective and be the least disruptive to the area. This concept removes the top of the existing fill and sheet pile, replacing it with a new precast concrete block retaining wall. The lower portion of the sheet pile would be repaired and remain in place, supported by new rip-rap fill and new tie-backs. The new wood boardwalk and railing would cantilever over the concrete block wall, shielding it from view and leaving the sheet pile exposed as it has been for the last 70 years to remind us of our past. The area is near the mouth of Ketchikan Creek which has four salmon species that return to spawn every year, making it especially important to avoid disruption of the area.



SECTION



EXISTING SHEET PILE



EXISTING CONDITION



CONCEPT DESIGN

Lead Role:

City of Ketchikan, Adjacent Property Owners, Downtown Steering Committee, Ketchikan Gateway Borough Planning Dept.

Partnerships:

Ketchikan Ports & Harbors Dept., Alaska Dept. of Fish & Game, US Fish & Wildlife, US Army Corps of Engineers

Estimated Cost: Phase II

Design, Planning, & Contract Admin: \$80,000
Construction: \$580,000 (Includes Sheet Pile Repair & New Fill)

Estimated Cost: Phase III

Design, Planning, & Contract Admin: \$42,000
Construction: \$288,000

Funding Source:

Commercial Passenger Vessel (CPV) Revenue, TRAAK, State Transportation Funding

Implementation Schedule: Phase II

The project will require a partnership of private landowners and City of Ketchikan, with input from State and Federal agencies. The next step will be to define the required easements for boardwalk, and discuss design approaches with permitting agencies. A final concept design will need to be approved, and a cost estimate generated. Funding sources will be finalized with a mix of private and public monies expected for the project. Final design and permitting can then take place.

Program Tasks: Phase II	
Project Management & Funding Established:	February 2011
Request for Proposal for A/E Services:	March 2011
Design Notice to Proceed for Phase II:	April 2011
Public Meeting:	May 2011
Construction Documents & Permitting:	September 2011
Bidding, Contractor Selection, NTP:	October 2011
Project Completion:	April 2012

Waterfront Promenade & Boardwalk Berth III

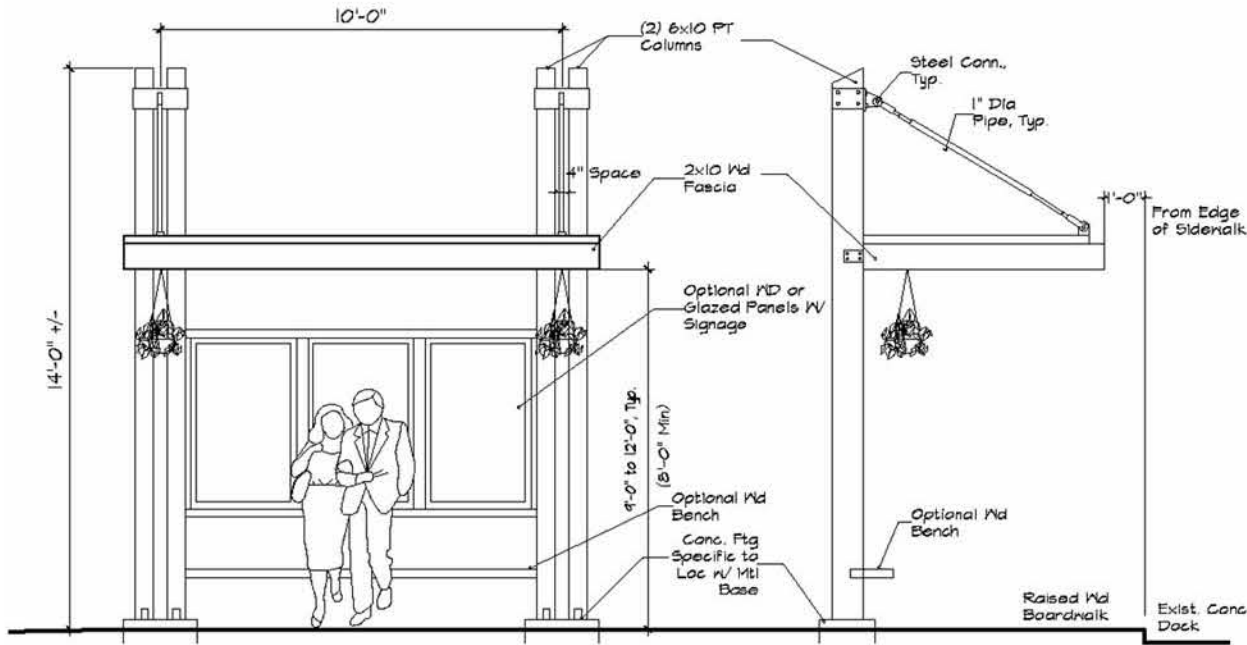
The waterfront promenade from the Berth IV cruise ship dock in Newtown to Berth II in Downtown is a combination of pile-supported walkways and concrete walks. The pile-supported seawalk from Berth IV to Berth II provides a clear route for visitors, but the route from Berth III to Berth II along the existing concrete docks is ill defined.

One improvement would be to provide a series of free-standing marquees. These wood and steel marquees can provide an element of continuity to the promenade, visually emphasizing the pedestrian route. These simple shelters may be used at transit stops, gathering places, and pocket parks to provide shelter while not restricting the view of the surroundings. Benches, signage, lighting, and landscaping may all be added to the basic design as appropriate for the location.

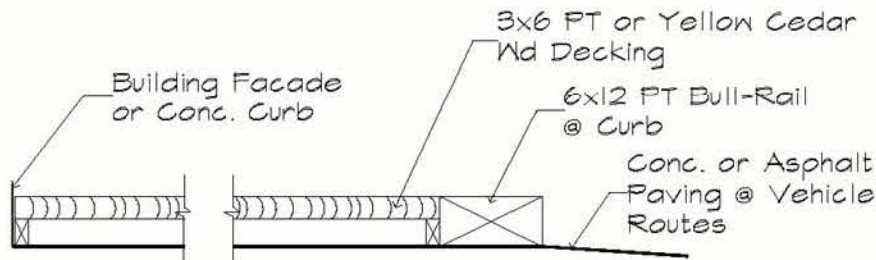
Where there is a need to define pedestrian areas within a larger space or identify a specific pedestrian route, the raised wood walk may be used. These wood walkways and areas create safe pedestrian zones that allude to Ketchikan's traditional wood streets and boardwalks, helping both pedestrians and drivers to understand where caution is required while still allowing traffic to flow.



Berth 3 Improvements Plan



Free-standing Marquee



Raised Boardwalk



Newtown Waterfront Promenade

Berth III Improvements

The waterfront promenade from the Berth III cruise ship dock to Berth II in Downtown is an ill-defined route along the docks. Recommended improvements include the following:

- Create safe and defined link between the waterfront promenade at the north end of Berth III to the concrete walk to Berth II with a crosswalk, change in paving materials, and other pedestrian amenities.
- Enhance the pedestrian walkway at Berth III with pedestrian amenities such as wood shelters, benches, and planters
- Create a series of shelters along the waterfront to allow pedestrians linger, with interpretive signage to share the rich history of the area.



Free-standing Marquee



Light Art



Berth 3 Improvements



Planters



Benches



Entry to promenade looking north to berth 3



Existing Site-Berth 3 looking north



Existing Site-Berth 3 looking south

Project Ranking Matrix: Downtown




Revitalizing Ketchikan's Neighborhoods																			
	Downtown Projects																		
	Mission Corridor	Waterfront Promenade	Whale Park Improvements	Sidewalk Marquee Program	Parking Policy and Recommendations	Main Street-Arts District	Public Art Program	Green Streets Program	Street Furnishings and Lighting	Sidewalks and Crosswalks	KVB Relocation to Downtown	Berth 3 Year Round Restrooms	Front Street Improvements	Spruce Mill Park Edmons Street Park	Nob Hill Park Grant Street Park	Spruce Mill Way - Public Way	Boardwalk Program	Paint up - Fix up Program	Street Trees Program
Project Priority **	14	16	8	8	7	5	2	2	1	1	1	1	1	1					
Project Ranking ***	4	4	4	4	3	4													
a. Clarity of project design - project understanding	4	4	4	4	4	5													
b. Support from City and Borough	4	4	4	4	4	4													
c. Significant benefit to Neighborhood	4	4	4	4	4	5													
d. Broad support in neighborhood	4	4	4	4	4	5													
e. Opportunity to fund and or to leverage funds	4	4	4	4	4	4													
f. Opportunity to accomplish quickly	3	4	4	4	3	4													
g. Identified neighborhood leaders and local government *	3	4	4	3	3	5													
h. Clear management plan to implement	4	4	4	3	3	4													







* Government leader(s) to champion project.

** Project 'Priority' Votes

*** Project 'Priority' Ranking Average

Legend

Project Priority	
Very High Support 16 - 11	
Medium Support 10 - 6	
Low Support 5 - 1	

Project Ranking	
Very High Priority 5	
High Priority 4	
Medium High Priority 3	
Medium Priority 2	
Low Priority 1	
Very Low Priority 0	



Revitalizing Ketchikan's Neighborhoods - Downtown

The following summary table list priority projects & programs and recommendations for implementation. These projects emerged during the Neighborhood's visioning sessions

Note: Budget costs reflect 2010 costs, and should be adjusted for yearly inflation.

Downtown

Project Name	Location	Description and Requirements	Status/Tier	Cost/Allocated Budget
1 Mission Street Corridor Improvements & Front St. Intersect Mission Street		As a 'gateway' street to downtown, widened sidewalks and curb bulbs would be added at Front St. to improve crosswalks and pedestrian safety. Mission St. could be a shared street with patterned and colored paving for both the pedestrian way (sidewalk) and the vehicular right of way (road). Paved runnels and landscaping will define the pedestrian areas enhancing the pedestrian character of the street and encouraging vehicles to yield to those on foot. Within this area, angled parking would be limited to one side of the street and the sidewalk widened on both sides to improve pedestrian circulation. For the length of Mission St., benches, bollards, street lights and interpretive signage would be added.	Project/Tier 1	\$1,500,000 Total Cost for All Mission St. Phase I: \$750,000. Mission St Between Front & Main (\$90,000 Design as Initial Step) Phase II: \$300,000 Mission St Between Main & Bawden Phase III: \$450,000 Mission St Between Bawden & Dock (Includes Part of Whale Park)
2 Waterfront Promenade at Spruce Mill	Spruce Mill	Phase II continues the wood boardwalk and railing from the wood dock at The Wharf along edge of Thomas Basin to corner near Creek mouth. Phase III continues to end of sheet pile. Project will be in conjunction with replacement or repair of existing sheet pile dating to the former Spruce Mill. Project includes lighting, benches, landscaping, and signage.	Project/Tier 1	Phase II: \$660,000. Phase III: \$330,000.
3 Whale Park/Totem Way Intersection		To address safety concerns and to highlight the connection between Whale Park with Downtown and Creek Street in Old Town, the intersection at Totem Way will become an elevated crosswalk area at the street intersection with Stedman with addition of paving patterns and the elimination of curbs. Modification of the intersection will include a right hand turn limited seasonally to emergency vehicles and public transportation while easing the corner at Stedman St. will encourage traffic to continue south around Whale Park rather than through the Totem Way intersection. Outlines of schools of salmon in the paving will lead to Creek St. and the area surrounding the Chief Johnson Pole.	Project/Tier 1	\$650,000 Total Cost Phase I: \$125,000
4 Marquee & Rain Canopy Program	Neighborhood	Borough & City assisted programs for private building owners to implement building - supported or freestanding marquees over public walks for pedestrians.	Program/Tier 1	\$17,000 (1st year start-up costs as share of 3 jointly-managed programs)
5 Parking Policy Recommendations	Neighborhood	On -Street Parking: Create a clear public parking policy consistent with city codes to promote greater availability of existing parking to enhance the viability of downtown neighborhoods. Implement management policies to ensure short-term uses are accommodated while meeting residential requirements. Consider issuing residents parking decals and guests permits. Define timed parking zones with maximum times allowed for optimal turnover. Promote best parking practices and appropriate uses, safety, and visibility during high demand months and off season.	Program/Tier 2	\$ 5,000 annually management fee for the program

Revitalizing Ketchikan's Neighborhoods - Downtown

The following summary table list priority projects & programs and recommendations for implementation. These projects emerged during the Neighborhood's visioning sessions

Note: Budget costs reflect 2010 costs, and should be adjusted for yearly inflation.

Downtown

Project Name	Location	Description and Requirements	Status/Tier	Cost/Allocated Budget
6 Parking Improvements	Neighborhood	Recommended reorganization or re-striping of existing parking lots to expand parking or improve safety/efficiency.	Project/Tier 1	\$17,500.00
7 Main St. - Arts District Improvements	Main Street	Main St. between Grant and Dock St. will become the center of Ketchikan's Arts District. Improvements include widened sidewalks and addition of street trees (Crab apple) and rain gardens to convey stormwater runoff. Benches, lighting and interpretative signage would enhance the pedestrian experience and character of the district. Provide curb bulbs at both ends of the parking lane with ADA ramps on both sides .	Project/Tier 2	\$ 950,000 Total Cost Phase I: \$450,000 depending on scope of improvements.
8 Green Streets Program	Neighborhood	Borough-City assisted programs (private owners, neighborhoods groups) to implement planting actions such as planter boxes, hanging planters, tree planting, etc. in available public or private parcels, street ends, and infill spaces.	Program/Tier 1	\$15,000 (1st year start-up costs as share of 3 jointly- managed programs)
9 Spruce Mill Park	Front/Mill Street	To improve pedestrian safety at the Front St. and Mill St. curve, a new pocket park will orientate visitors to the downtown neighborhoods and waterfront and the rich local history of the area. A key element will be to highlight the history of the former Spruce Mill on the site and importance of the timber industry to Ketchikan.	Project/Tier 1	\$120,000
10 Edmonds St. Park	Edmonds St. ROW	The Edmonds St. Park will focus on preserving the wood stairs and boardwalk leading up from Dock St. to Grant St. and the features that keep this pedestrian connection unique. Additional lighting, expanded landings, and landscaping will improve safety and the quality of the experience for hardy visitors and residents who climb to the top.		\$120,000
11 Whale Park Improvements	Mission St. & Bawden	A realignment of the existing parking will expand the area of Whale Park. Additional seasonal, native plant gardens will build on the existing vegetation, and expanded sidewalk connections with playful paving patterns will lead park visitors east to the whale sculptures, then across Totem Way to the entrance of Creek St. Whale sculptures mark the west entry to Whale Park and Downtown, while salmon lead to Creek St. to the east.	Project/Tier 2	\$650,000
12 Grant Street Children's Park	Grant Street	Improvements to existing park including access, landscaping, benches, and new play equipment.		\$120,000
13 Knob Hill Park	Upper Main Street ROW	The historic wood stairs and boardwalk system will be retained and improved with enlarged landing and benches will allow visitors and resident to place to pause and view the downtown area and Tongass Narrows.		\$120,000

Revitalizing Ketchikan's Neighborhoods - Downtown

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Downtown

Project Name	Location	Description and Requirements	Status/Tier	Cost/Allocated Budget
14 Street Furnishings and Lighting	Front, Mission, Main, and Dock St.	The identity of Ketchikan's Downtown Neighborhoods depends largely on the cohesive treatment of the streetscape with uniform historic furnishings. Streetlights, benches, trash cans, traffic signals, drinking fountains, manhole covers, tree grates, bollards, fire hydrants, and street signs should reflect the historic character of Ketchikan and be used throughout the three neighborhoods. Non-conforming furnishings could be gradually phased out as improvement area projects are implemented and replaced with conforming furnishings.		\$17,600 annually
15 Spruce Mill Way - Public Way	Spruce Mill Way - Street End	Create shared street and safe pedestrian area with new paving patterns, wood boardwalks, lighting, and landscaping at existing street end at Thomas Basin that links to the Waterfront Promenade.		\$300,000.00
16 Boardwalks	Neighborhood	Borough & City assisted programs for maintaining private and public wood boardwalks, wood stairs, and wood streets.	Program/Tier 2	\$25,000. annually
17 Sidewalks and Crosswalks	Neighborhood	Improvements to existing intersections and sidewalks to improve pedestrian accessibility, visibility and safety. These improvements include sidewalk widening and curb bulbs, relocation of power poles in middle pedestrian ways, improved crosswalks, signage, and completion of sections of sidewalks where missing.	Project/Tier 2	\$25,000 annually
18 Paint Up-Fix Up Program	Neighborhood	Borough-City assisted programs to encourage private investment in building repair and appearance and to promote historic architecture of downtown neighborhoods.	Program/Tier 1	\$13,300 (1st year start-up costs as share of 3 jointly-managed programs)
19 Street Trees		Pacific Crab apple, Trident Maple, Apple Serviceberry, Douglas Maple are the recommended street trees for the downtown neighborhoods. Widely used north-south and east-west streets could be made into green corridors by adding trees, plantings and other features. Trident Maple is proposed for the east-west streets, with the Apple Serviceberry for north-south streets and Stedman Street along the upland side.		\$ 50,000 annually
20 Public Arts Program	Neighborhood	Coordination with Ketchikan Public Arts Works (KPAW) to identify new locations for public art and define potential funding sources.	Program/Tier 2	\$10,000. annually for shared management & maintenance of art.

