

Projects & Programs: Old Town



Revitalizing Ketchikan's Neighborhoods
NEWTOWN • DOWNTOWN • OLDTOWN

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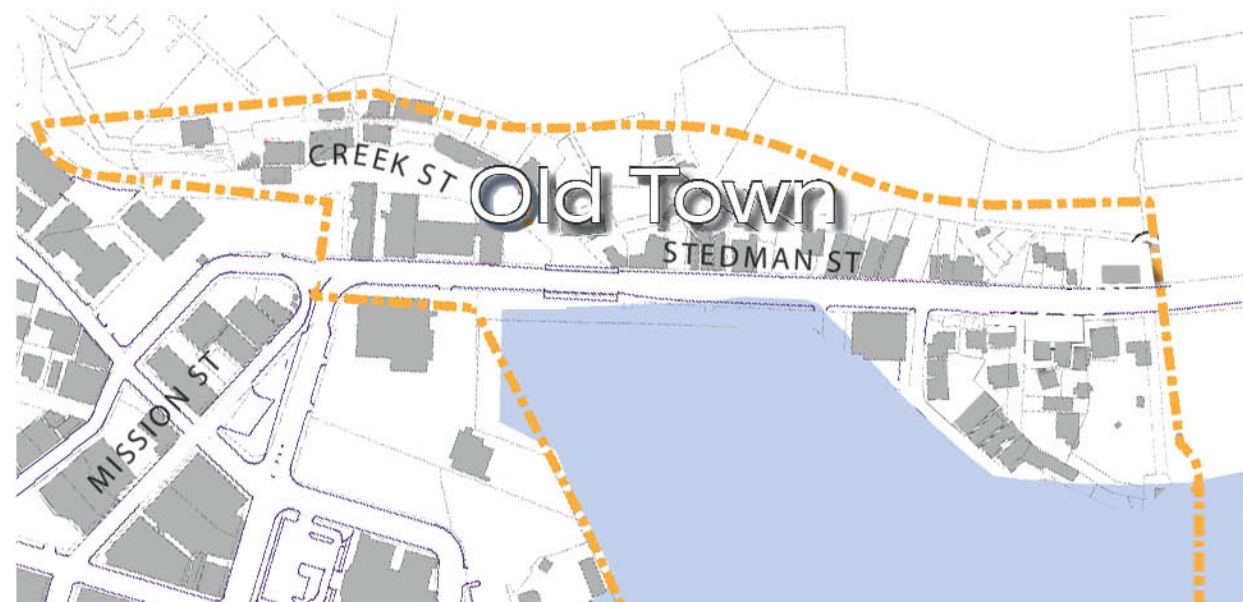
Old Town: Introduction

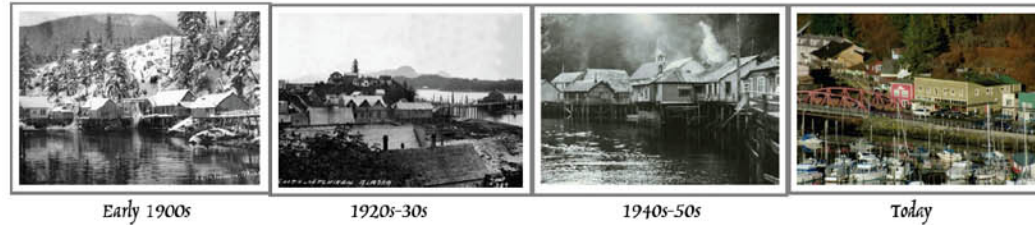
Old Town includes the neighborhoods encompassing the Stedman-Thomas Street National Historic District and the Creek Street Historic District along the banks of Ketchikan Creek. Both of these historic areas date from Ketchikan's earliest days and have colorful and rich histories. Like much of Ketchikan, the neighborhood is focused on the waterfront.

Stedman Street is the commercial district of the ethnically diverse neighborhood, with Native Alaskans, Japanese, and Filipinos all making important community contributions to what was sometimes referred to as "Indian Town". Many significant historic buildings remain from the booming years of 1920 - 1930, and are tall and narrow, with traditional storefront facades and flat marquees sheltering the sidewalks. Thomas Street, bordering Thomas Basin is marine-oriented and utilitarian, built along one of Ketchikan's last wooden streets.

Creek Street is the site of Ketchikan's beginnings and was for many years the "red light" district. It has the community's oldest buildings. The pile-supported wood boardwalk along the creek winds through both year-round and seasonal shops, restaurants and residences. It is a locally established historic district with a design review board guiding its architectural change. It is one of Ketchikan's best known visitor destinations.

Within this section are the implementation and priority projects for Old Town that developed out of the neighborhood vision. These include Stedman St Improvements, Stedman St Restroom & Bus Shelter, Waterfront Promenade at Stedman St, Waterfront Promenade at Thomas Street, and Public Restrooms at Creek Street.





OLD TOWN VISION STATEMENT APRIL 22, 2010

Preserve our heritage

- Retain our wooden streets/boardwalks
- Keep our working harbor
- Restore our historic buildings & homes
- Create more flexible building codes

Be pedestrian friendly

- Extend rain marquees from Whale Park
- Provide safer sidewalks & crosswalks
- Build viewing platform on Creek Street
- Improve Totem Way near Whale Park

Make it easy to find parking

- Develop upland not waterfront parking
- Expand Thomas Basin parking area

Protect/enhance our natural beauty

- Protect the forested backdrop and creek banks
- Improve trail access along Ketchikan Creek
- Add gardens and landscaping

Complete the waterfront boardwalk

- Complete Stedman Street portion
- Use wood rather than concrete
- Provide viewing platforms
- Provide fishing floats and cleaning station
- Add restrooms & bus shelter

Keep businesses we have; welcome others

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

Maintain residential liveability

- Develop more off-street residential area parking
- Protect views whenever possible

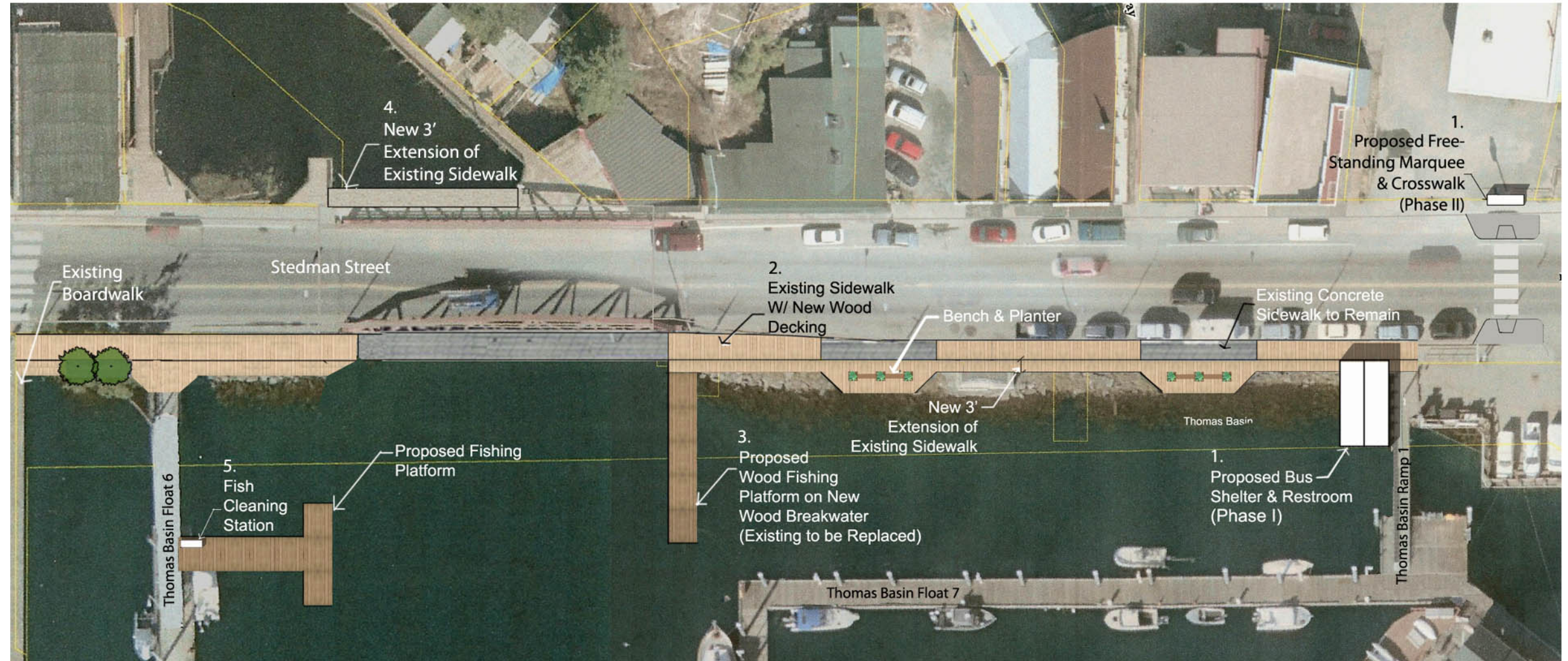
Keep Old Town clean and beautiful

- Provide design assistance for historic restoration
- Clean up garbage and pet waste
- Add historic lighting along Stedman Street
- Provide landscaping & bus shelter at Deermont



Stedman Street Improvements

Stedman St. is the main route for vehicles and pedestrians in the Stedman- Thomas St. Historic District, crossing Ketchikan Creek and running south along the Thomas Basin harbor. The existing narrow sidewalks and lack of fishing and viewing platforms has resulted in congested sidewalks and near misses between fish hooks and pedestrians. This has deterred many visitors from exploring the area as well as the lack of public facilities. To address these issues, the neighborhood has identified the Stedman St. Restroom & Bus Stop and the Waterfront Promenade as the top priority projects for the neighborhood. These two projects will help alleviate the congested sidewalks, offer greater access to the waterfront, and provide much needed public facilities. Other improvements have been proposed during the public process that would provide better access for salmon fishing at the mouth of Ketchikan Creek, but safely away from pedestrians.



1. Restroom & Bus Shelter

Public restrooms were identified as a much-needed amenity, and considered a top priority by the neighborhood. The proposed facility would be a pile-supported wood platform and deck on City-owned property adjacent Thomas Basin ramp. The project will provide accessible restrooms and include a shelter for south-bound transit riders as Phase I of the project. Phase II includes a free-standing marquee shelter across Stedman St. to serve north-bound riders, with a new crosswalk to link the two. Additional details about this project are shown on the following pages.

2. Waterfront Promenade & Boardwalk

A priority project, this portion of the Waterfront Promenade & Boardwalk will link the existing wood boardwalk to the north adjacent the Federal Building with the wood trestle and Boardwalk to the south at Thomas St. The existing sidewalk along the water will be widened to 9', with several viewing platforms along the way. A new wood and steel guardrail would be installed, with new pedestrian amenities in character with the historic neighborhood including benches, planters, and lighting. Additional details are shown at the right.

3. Fishing Platform

The existing wood piling and timber breakwater at the mouth of the Creek will need to be repaired or replaced in the near future. At this time, a 6' wide wood platform could be constructed on top of the structure, beginning at sidewalk elevation, and stepping down over the length. The platform would give locals and visitors another safe location to catch a salmon headed for Ketchikan Creek, and remove the congestion on the Bridge.

4. Creek St. Bridge Sidewalk Widening

The existing concrete sidewalk on the upland side of the bridge is narrow and often congested with visitors pausing to take in the wonderful views of Creek St. this location offers. It is proposed that this sidewalk be widened to a minimum of 8' for the length of the bridge, or a viewing platform be constructed to allow pedestrians to pause will other pass by on their way to Creek St. and the Stedman- Thomas St. Historic District.

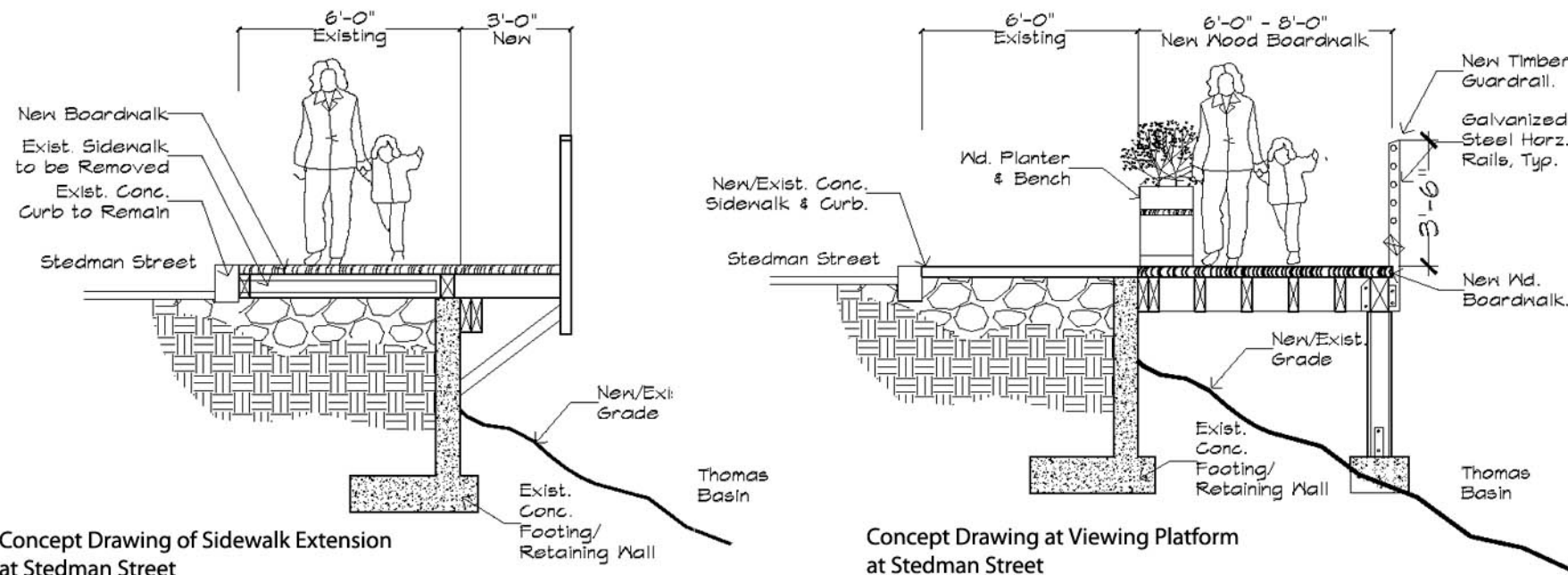
5. Fishing Float & Cleaning Station

In the summer months, four types of salmon run up Ketchikan Creek in Old Town, attracting visitors and residents alike to try their luck at fishing. To provide an alternative to fishing from the Bridge, the existing float at Thomas Basin and adjacent to the mouth of Ketchikan Creek could be extended towards the creek, offering a safe place to fish and clean the catch, and relieving the congestion along the sidewalks along the Stedman St. above.

Stedman Street Improvements- Waterfront Promenade & Boardwalk

The development of waterfront boardwalk at Stedman St. is a top priority and a critical link in the overall Waterfront Promenade project, easing the often congested sidewalks and providing better access to the waterfront and Thomas Basin. The new boardwalk would connect with the existing boardwalk to the north at the Federal Building, providing a clear route from the Downtown docks to the Old Town neighborhood. To the south, it will tie into the boardwalk at the proposed Stedman St. Restroom & Bus Stop and the boardwalk along Thomas St. It is proposed that the existing concrete sidewalk be widened to 9', with viewing platforms along the way for those who wish to stop and enjoy the sights, and locations for public art. A new wood and steel guard-rail will be installed along the water's edge, with new pedestrian amenities such as benches, planters and lighting in character with the historic neighborhood. The use of local materials and products is encouraged to reflect the unique character of the area.

The details below show one approach to the project that would add to the existing infrastructure with minimal disruption-leaving the existing concrete sidewalk in place while adding wood boardwalk for viewing platforms, and removing the concrete sidewalk at other locations to be replaced with wood beams and boardwalk that would overhang the water below.



Concept Drawing of Sidewalk Extension at Stedman Street

Concept Drawing at Viewing Platform at Stedman Street



1. Existing Thomas Basin Ramp 1



2. Existing Stedman Street Waterfront



3. Existing Stedman Street Breakwater



4. Creek Street Bridge Sidewalk



5. Existing Thomas Basin Float 6

Lead Role:

Stedman-Thomas Street Neighborhood Association, City of Ketchikan, Alaska Dept. of Transportation (street right-of-way)

Partnerships:

Ketchikan Ports & Harbors Dept., Ketchikan Gateway Borough Planning Dept., KGB Community Enhancement Committee, Army Corps of Engineers, Adjacent Property Owners, Harbor Users

Estimated Cost: Waterfront Promenade

Design, Planning, & Contract Admin: \$36,000

Construction: \$160,000

Funding Sources:

Commercial Passenger Vessel (CPV) Revenue, Alaska Dept. of Transportation

Implementation Schedule:

Implementation will require the coordination of many entities, with the Neighborhood Association taking the lead to work with the City of Ketchikan and Alaska DOT to define project requirements, management, funding, and schedule.

Program Tasks - Waterfront Promenade	Start
Project Management & Funding Established:	February 2011
Request for Proposal for Design	March 2011
Design Notice to Proceed for Phase I:	April 2011
Public Meeting:	May 2011
Construction Documents & Permitting:	September 2011
Bidding, Contractor Selection, NTP:	October 2011
Project Completion:	April 2012

Stedman Street Restroom & Shelter

The proposed restroom and transit structure on Stedman St. at Thomas Basin has been a top priority and long-sought project for the neighborhood. The pile-supported wood structure and covered deck would be located on City-owned property and tidelands adjacent the existing wood bulkhead and ramp to the floats. The building orientation parallel to the ramp leaves existing loading areas and parking in place, and only minimally affects water views. The building could be entirely self-supported on piling or supported in part by the adjacent bulkhead depending on the final design. The building will provide accessible public restrooms, shelter for southbound transit riders at the covered deck to the north, and a viewing platform on the west elevation overlooking the harbor that links to the Waterfront Promenade at Stedman St. The restroom facilities would be accessed from a central opening that could be closed off when the restrooms are not open. Bus schedules and interpretive signage would be installed at the north, east, and west elevations to inform visitors and residents of services as well as the history of the area.

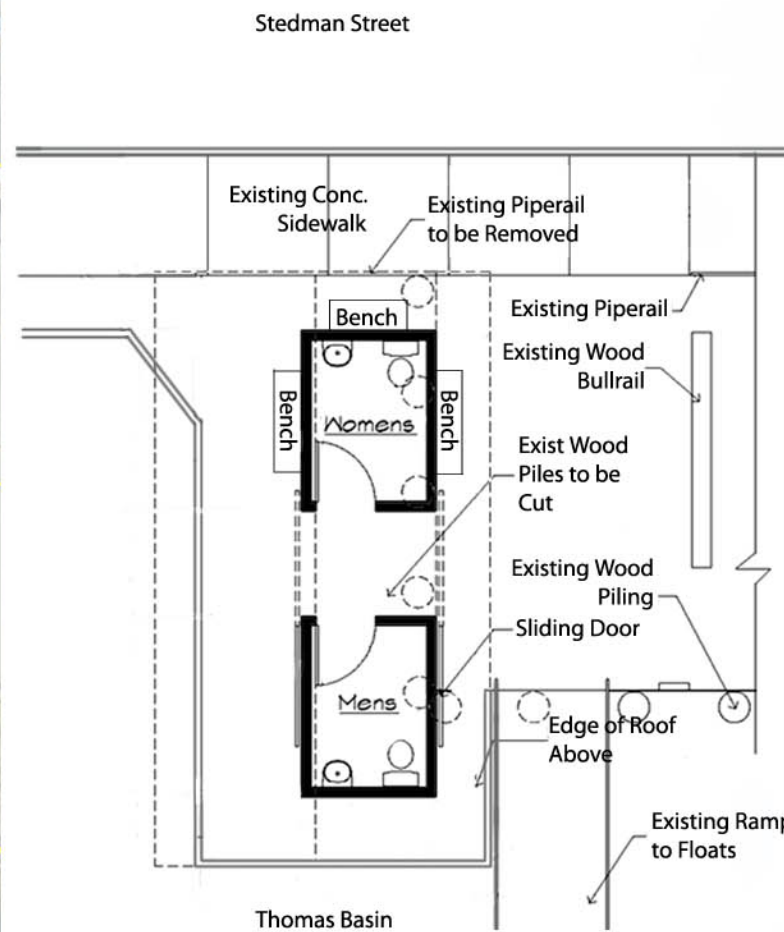
Ownership and maintenance of the facility is anticipated to be by the City of Ketchikan with CPV funding similar to that of the Berth IV facility. The building would be open while cruise ships are docked to serve visitors, with a potential for evening and winter use by harbor and transit users implemented in the future. Phase II of the project includes a free-standing transit shelter on the upland side of Stedman St. with a new crosswalk and curb extensions to link the shelters.



CONCEPT DESIGN



SITE PLAN



FLOOR PLAN



EXISTING CONDITION

Stedman Street Bus Shelter - Phase II

The downtown neighborhoods in Ketchikan are ideally suited for public transportation with a single waterfront route and main thoroughfare serving the entire length of the community. Significant improvements to the transit system have been put in place over the the past several years such as increased frequency, routes, and hours of service. Ridership has increased dramatically for both summer visitors and year-round residents, and a seasonal shuttle service links the four cruise ship docks and downtown neighborhoods.

Due to the often inclement weather in Ketchikan, shelter from the wind and rain is especially important for transit users. A new covered transit stop is proposed for Stedman St. across from Thomas Basin marina and the proposed Stedman St. Restroom & Bus Shelter. A new crosswalk will link the two shelters at this location with new curb extensions on each side of the street to help pedestrians safely cross. The new upland Bus Shelter would be a free-standing marquee that would offer a sense of continuity to the street, providing shelter while not restricting views of the surroundings. It could be constructed of locally milled timber, and include benches, signage, lighting, bike racks and landscaping. The shelter could be located within the street right-of-way, or an easement could be written to allow use of a small portion of the adjacent private property that is currently a parking lot. The concept design leaves parking lots and driveways in place on both sides of the street, with the loss of only two parking spaces at each curb extension and bus pull out which may be replaced with the consolidation of driveway entrances.



FREE-STANDING MARQUEE



EXISTING SITE



EXISTING SITE

Lead Role:

Stedman-Thomas Street Neighborhood Association, City of Ketchikan, Ketchikan Ports & Harbors Dept., Adjacent Property Owner at Uplands (IBEW)

Partnerships:

KGB Transit Dept. (Transit Shelters) Alaska Dept. of Transportation (Right-of-Way), Adjacent Property Owners at Thomas Basin & Stedman St.; Harbor Users

Estimated Cost: Phase I - Restroom & Bus Shelter

Design, Planning, & Contract Admin: \$20,000

Construction: \$90,000

(CPV Funds of \$65,000. allocated to project by KGB in 2009 for building on adjacent private property but negotiations failed and site no longer available)

Estimated Cost: Phase I I- Upland Bus Shelter

Design, Planning, & Contract Admin: \$5,000

Construction: \$9,000 (including landscaping)

Funding Source:

Commercial Passenger Vessel (CPV) Revenue, KGB Transit Funds

Implementation Schedule - Phase I

Implementation for Phase I will be lead by the Neighborhood Association working with the City of Ketchikan, Ketchikan Ports & Harbors Dept., and KGB Transit Dept. to define ownership, maintenance, funding, and schedule for the project. It is anticipated to be 4-6 months for the design and permitting including Corps Permit, and 3-4 months for construction. Phase II- Upland Bus Shelter could be constructed concurrently with the Restroom or be a future phase.

Program Tasks: Phase I - Restroom & Bus Shelter	Start
Project Management & Funding Established:	December 2010
Request for Proposal for A/E Services:	December 2010
Design Notice to Proceed for Phase I:	January 2011
Public Meeting:	February 2011
Construction Documents & Permitting:	March 2011
Bidding, Contractor Selection, NTP:	April 2010
Project Completion:	July 2011

Waterfront Promenade at Thomas Street & Breakwater

The waterfront promenade and boardwalk along the south edge of Thomas Basin harbor is mostly in place - a mix of pile-supported wood boardwalks, wood trestle streets, and concrete walks. Recommended improvements include the follow:

- Provide pedestrian friendly entry to promenade at Stedman St.
- Create defined pedestrian route at Thomas St. along water side of street and parking with wood bullrails separating cars from pedestrians.
- Create entry area and seating at beginning of Breakwater Promenade, removing existing shipping container at this location.
- Provide pedestrian-scaled lighting at Breakwater promenade.
- Create viewing areas and seating to allow for pedestrians to pause along the way, and provide access to fishing areas at the end of the breakwater.



Map of Thomas Basin



Thomas Street



Thomas Basin



Thomas Trestle Street



Boardwalk



Breakwater Boardwalk



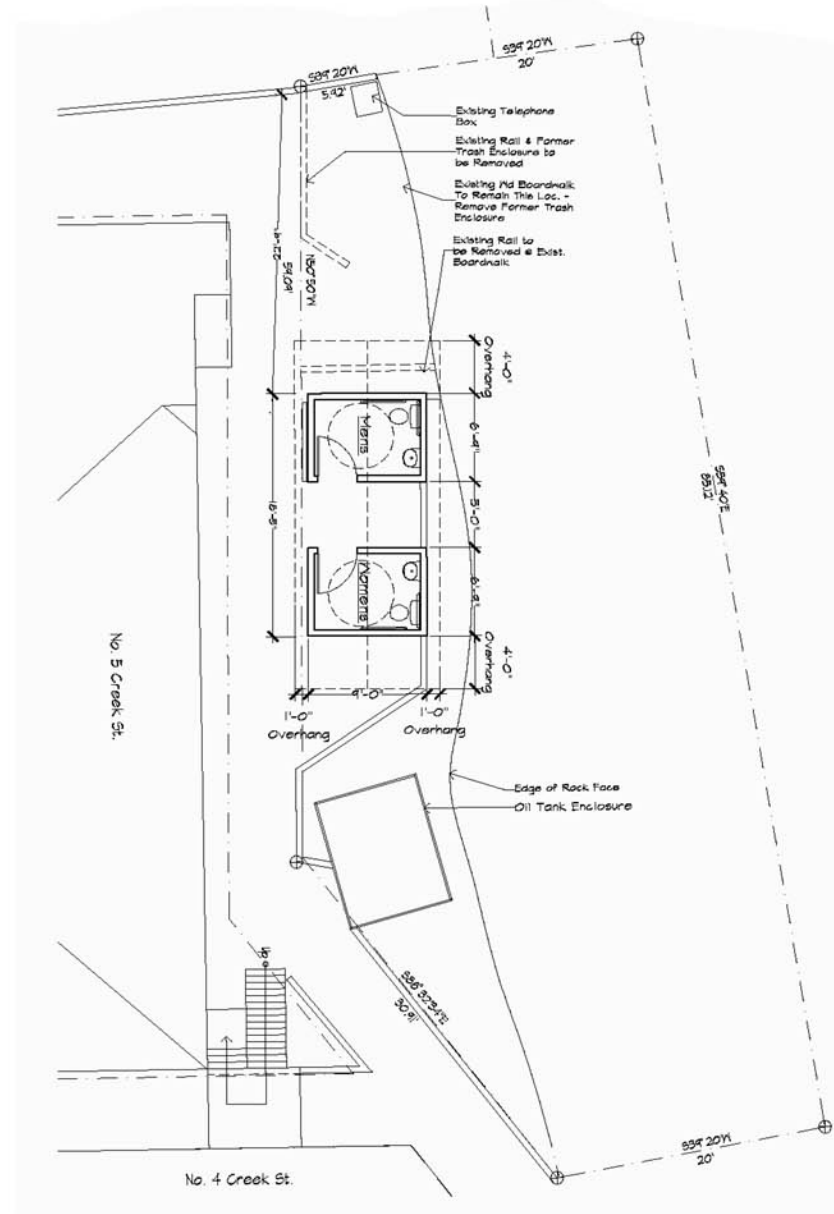
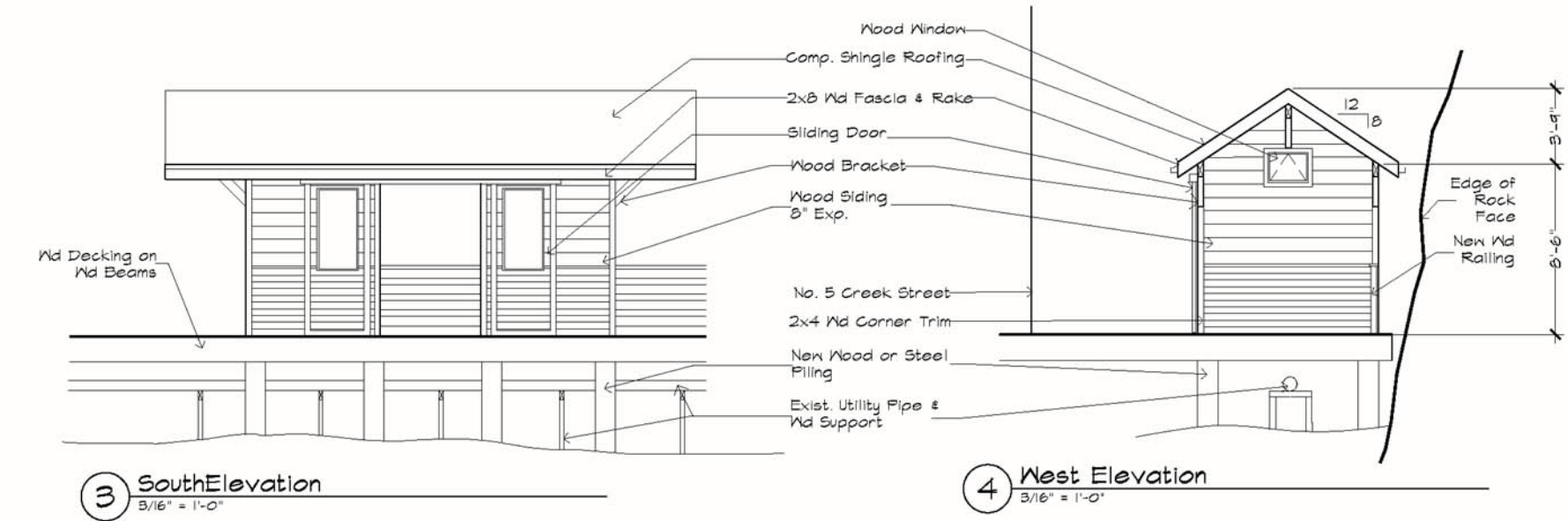
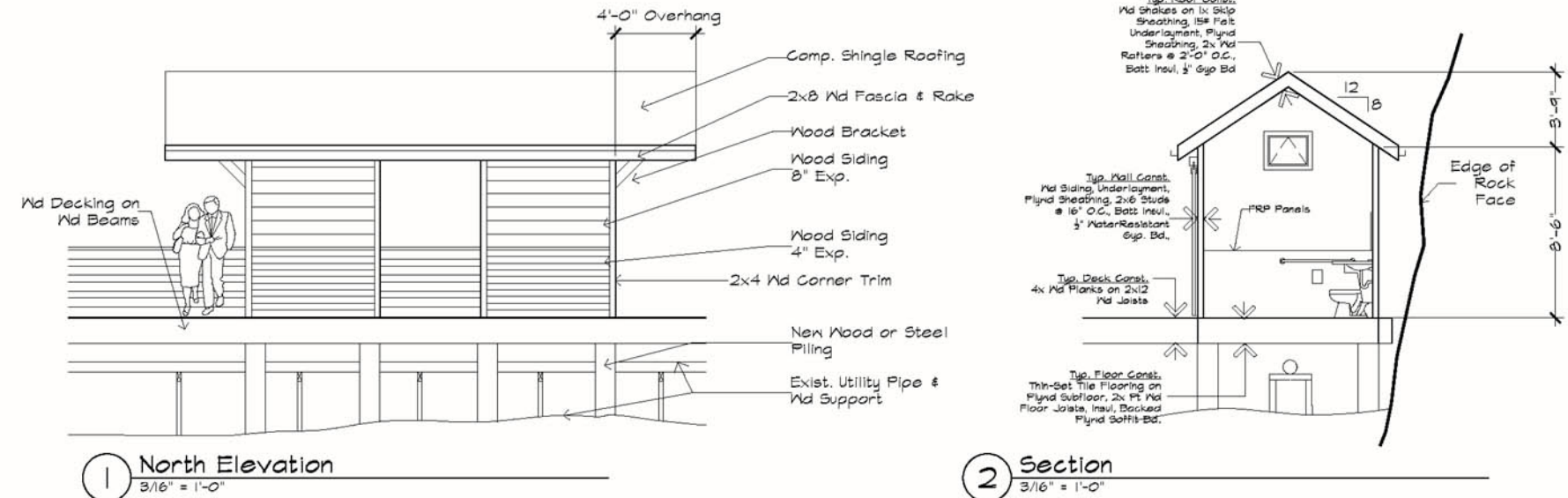
Thomas Boardwalk



Thomas Street Boardwalk

Public Restrooms at Creek Street

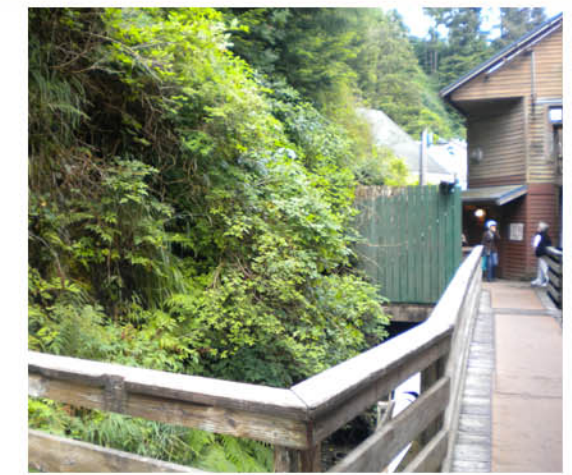
The proposed shelter and restroom structure on the north end of Creek Street has been a long-sought project for the area, providing much needed facilities for visitors. The pile-supported wood structure would run parallel to the existing wood boardwalk and linked to an existing viewing platform. Accessible restroom facilities for both men and women would be accessed from a central opening that could be closed off when the restrooms are not open. Interpretive signage could be installed at the north, south, and west elevations to inform visitors and residents of services as well as the history of the area.



Site/Floor Plan



Creek Street



Project Ranking Matrix: Old Town

Revitalizing Ketchikan's Neighborhoods																				
Old Town Projects																				
	Stedman St. Bus Shelter & Restroom	Green Streets Program	Waterfront Promenade @ Stedman	Totem Way Improvements	Paint up - Fix up Program	Creek Street Viewing Platform	Street Furnishings & Lighting	Parking Improvements	Sidewalk Marquees Program	Public Restrooms at Creek Street	Fishing & Viewing Platforms at Stedman	Stedman and Deermount St. Intersection	Ketchikan Street Boardwalk Extension	Boardwalks Program	Sidewalks and Crosswalks	Breakwater Park	East Street Park	Street Trees	Public Arts Program	New Parking Areas
Project Priority **	7	6	6	7	1	1			1	1	1	1	1							1
Project Ranking ***	4	3	3	3																
a. Clarity of project design - project understanding	4	4	4	4																
b. Support from City and Borough	4	4	4	4																
c. Significant benefit to Neighborhood	4	3	4	3																
d. Broad support in neighborhood	4	3	3	2																
e. Opportunity to fund and or to leverage funds	4	4	4	2																
f. Opportunity to accomplish quickly	3	3	2	3																
g. Identified neighborhood leaders and local government *	4	3	2	3																
h. Clear management plan to implment	3	3	2	2																

* Government leader(s) to champion project.

** Project 'Priority' Votes

*** Project 'Priority' Ranking Average

Legend

Project Priority	
Very High Support 8 - 6	
Medium Support 5 - 3	
Low Support 2 - 0	

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 - Old Town

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.

Old Town

Project Name	Location	Description and Requirements	Status/Tier	Cost/Allocated Budget
1 Stedman St. Bus Shelter & Restroom	Stedman St. & Thomas Basin	A pile-supported wood structure and covered deck adjacent the Thomas Basin ramp providing public restrooms, shelter for southbound transit riders, and viewing platform will be Phase I. Phase II includes a free-standing transit shelter on the upland	Program/Tier 1	Phase I: \$110,000. Phase II: \$14,000. from multiple funding sources
2 Waterfront Promenade at Stedman St.	Stedman St. & Thomas Basin	Existing 6' wide concrete sidewalk along Thomas Basin would be extended with wood deck to 9' width with new viewing platforms, new wood and steel guardrail, benches, lighting, and signage.	Program/Tier 1	Project Budget:\$196,000.
3 Totem Way Improvements	Stedman Street	Provide wood boardwalk at Totem Way and tie to existing Creek St. boardwalk; add landscaping at base of Chief Johnson Pole (remove one parking stall); relocate and screen garbage containers; and enhance Creek St. Entry by linking it to Whale Park intersection improvements.	Project/Tier 1	Project Budget: \$88,000.
4 Sidewalk Marquees 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	\$13,300 (1st year start-up costs as share of 3 jointly-managed programs).
5 Parking Improvements	Neighborhood	Recommended reorganization or re-striping of existing parking lots to expand parking or improve safety/efficiency.	Project/Tier 1	\$10,000 Annually
6 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	\$13,000 (1st year start-up costs as share of 3 jointly-managed programs).
7 Public Restrooms at Creek Street	Creek Street	New wood-framed shelter and public restrooms adjacent boardwalk on City-owned property to the north of Creek St .	Project/Tier 1	Project Budget: \$80,000.
8 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).
9 Fishing & Viewing Platforms at Stedman	Creek St. Bridge	Installation of wood fishing platform upon repair or replacement wood piling/batter wall to be Phase I, with new 300 sf fishing float adjacent to Bayside Float to Phase II to provide alternative to fishing off bridge deck.	Project/Tier 2	Phase I: \$55,000. Phase II: \$90,000.
10 Creek Street Viewing Platform	Creek St. Lot P	New 800 sf wood pile-supported viewing platform on City-owned property with benches, railing, and possible access to Creek bed below.	Project/Tier 1	Project Budget: \$90,000.
11 Stedman & Deermount St. Intersection	Stedman St. & Deermont	As the gateway to the City from the south, provide landscaping, improved crosswalks, and bus shelter to enhance area and improve pedestrian safety in conjunction with planned improvements by DOT.		
12 Ketchikan Street Boardwalk Extension	Creek St.	Develop wood boardwalk on south side of creek from existing Library to Park Ave Bridge with Historic Ketchikan taking lead on project.		
13 Boardwalks	Neighborhood	Borough & City assisted programs for maintaining private and public wood boardwalks, wood stairs, and wood streets.	Program/Tier 2	\$25,000. annually

Revitalizing Ketchikan's Neighborhoods - Old Town

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.

Old Town

Project Name	Location	Description and Requirements	Status/Tier	Cost/Allocated Budget
14 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.		\$ 25,000 annually
15 Breakwater Park	Thomas Basin	Provide a pocket park at the end of the existing concrete walk atop breakwater with fishing platform, seating and shelter from which to enjoy views to the water.		\$50,000
16 East Street Park	Stedman & East St.	A small park along Stedman Street at East St. ROW to add color and texture to the Old Town neighborhood, as well as a resting spot for tourists and residents and possible children's play area.		\$60,000
17 Street Trees	Neighborhood	Pacific Crab apple, Trident Maple, Apple Serviceberry, Douglas Maple are the recommended and preferred street trees for the downtown neighborhoods. Significant and widely used north-south and east-west streets could be made into green connectors by adding, trees, plantings and other features		\$ 17,600 annually
18 Street Furnishings and Lighting	Neighborhood	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. All non-conforming furnishings could be gradually phased out as improvement area projects are implemented and replaced with conforming furnishings.		\$17,600 annually
19 Public Arts Program	Neighborhood	Coordination with Ketchikan Public Arts Works (KPAW) to identify new locations for public art throughout neighborhood and define potential funding sources.	Project/Tier 2	\$10,000. annually for shared management and maintenance of art works.
14 New Parking Areas	Neighborhood	Identify new parking areas on both public & private lands that could be acquired and developed for within neighborhood. Keep parking areas limited in size to retain historic integrity of neighborhood and avoid waterfront areas when possible.		Pending Property Locations