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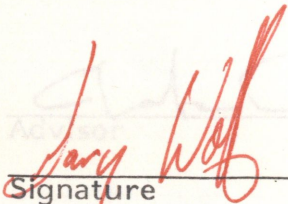


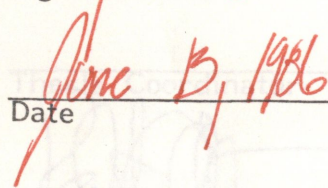
A MULTI-USE FACILITY IN ANCHORAGE, ALASKA
POINT RESOLUTION

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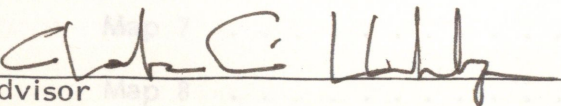
A MULTI-USE FACILITY IN ANCHORAGE, ALASKA
POINT RESOLUTION

by
Gary Wolf

A professional paper submitted in partial fulfillment
of the requirements for the degree

BACHELOR OF ARCHITECTURE

Approved:


Advisor

Thesis Coordinator

Director, School of Architecture

MONTANA STATE UNIVERSITY
Bozeman, Montana
June 1986

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inclusion of destination-type activities such as shopping, theaters or perhaps other forms of entertainment which would tend to aggregate people and hence increase their social intercourse.

A city may lack some of these characteristics and still perform very well functioning as a social integrator. However, if a city lacks most or all of these distinguishing elements, it would most certainly fail to achieve its primary role and become a city where people merely exist together, instead of a city which encourages the interaction of its citizens and finds this interaction commonplace.

Consider the City of Anchorage, Alaska. Anchorage is a city which was not born until the first part of this century and did not begin to expand until the last twenty-five years. It is a city which is relatively devoid of any historical context and was up until recently lacking most of the attributes of a people oriented place.

Although recent developments have been made to improve the social atmosphere of Anchorage, primarily the Anchorage CBD, it is a city in need of the urban elements which make a city livable. There is need for Lynch's landmark, node, edge, district and path, as well as additional use of the small scale orientation devices. Anchorage is a city which is introverted; not calling attention to its surroundings. The downtown lacks orientation devices such as these, as well as incentives with which to effectively draw the city's citizens to the district. The Anchorage CBD as a result is primarily a daytime use only facility, functioning from eight to five and leaving the city virtually unused during the after hours activity times.

The focus of this thesis is to achieve three goals in relationship to the City of Anchorage CBD.

First, I will attempt to understand the issues which cause the downtown to be an ineffective element.

This will be done primarily through an urban analysis of the central business district.

inclusion of destination type activities such as shopping, theatres or perhaps other forms of entertainment which would tend to congregate people and hence increase their social intercourse.

A city may lack some of these characteristics and still perform very well functioning as a social integrator. However, if a city lacks most or all of these distinguishing elements, it would most certainly fail to achieve its primary role and become a city where people merely exist together, instead of a city which encourages the interaction of its citizens and finds this interaction commonplace.

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Final This will be done primarily through an urban analysis of the central business district; stay. The city must contain incentives to draw the people together. This attraction might come from the

Cities, a tribute to man's innate humanness. These conglomerations of the human habitat exist primarily as a result of our inherited trait of social dependence. We as humans have an inherent desire for social contact with others. Although it was our social inclinations that brought about the city's existence, in many cities residents find that the social atmosphere is not desirable, making the city, for them, unlivable. But what is it that makes a city livable or undesirable; good or bad? It is necessary in this thesis to outline these characteristics in a broad sense in order to give the project definition.

A good city; many find that a contradiction in terms as they have not experienced pleasure from dwelling in such a place. What makes a city desirable: a place that's livable? The primary responsibility of a city, I believe, is to ensure the social interaction of its people, it must be a people place. In order to ensure this social contact there must be areas designated as being public spaces, places to sit and watch, places to be a part of the human dialogue, yet, if desired, participating at a distance. The city must be people oriented, this may be done by the addition of human furniture; slightly widened sidewalks, trees, lamps, benches, or a myriad of other small scale items with which a person can identify.

There also must be large scale elements within the urban landscape with which an individual can identify. These elements according to Kevin Lynch are symbolized in paths, nodes, landmarks, districts, and edges. Each of these elements should be incorporated into a city to give it distinction and to give the urban dwellers points of reference (identification) with which to navigate through the town. It should also be said that these elements can extend beyond the city's borders in order to allow an individual the opportunity to place the city in context within its surroundings; another means of establishing the concept of place.

Finally, a city must evoke a sense of excitement from its inhabitants, it must give them a reason to stay. The city must contain incentives to draw the people together. This attraction might come from the

Secondly, I will propose a possible (schematic) solution to the problems found as a result of the urban analysis, and;

Finally, I will develop a portion of the proposed scheme. The portion which I develop will be chosen on the basis of its relative importance to the scheme, as well as my personal interest.

Purchased from Russia in 1867, many considered Alaska as a worthless piece of ice somewhere to the north. The great frontier, however, did, however, hold many surprises, not only were there rich mineral deposits, but also vast amounts of untapped natural resources such as fish, lumber, coal, and more recently oil. Today Alaska's economy still revolves around its rich base of natural resources, while maintaining a small but rapidly growing population of 450 thousand residents. This population is scattered throughout Alaska, approximately 10% of the total population residing in what is regarded as the state's hub of commerce, the City of Anchorage. The following is a short history.

Anchorage is located on the coast, central portion of Alaska, at the mouth of Cook Inlet. The original town site was surveyed in 1910, and since that time has become an important port facility as well as the primary center for trade in the state.

The city's development is similar to many ways to other cities. The town site was surveyed in a typical American fashion, a grid imposed on the landscape, the buildings conforming to this pattern.

As the city began to develop, the central business district began to mature, the major development occurring on Fourth Avenue, although development was beginning to occur extensively on Fifth and Sixth Avenues as well. However, a dramatic change occurred suddenly on the afternoon of Good Friday, March 27, 1964.

The Good Friday earthquake severely damaged the City of Anchorage, along with many other coastal cities in Alaska. Anchorage was hardest hit in the Turnagain area and 8th Avenue retailing district of the CBD, and although the damage was extensive, a rare opportunity presented itself, the people of Anchorage were in the position to make some choices which could greatly affect their city.

ANCHORAGE: A FACTUAL ANALYSIS

Purchased from Russia for 2¢ an acre in 1867, many considered Alaska as a worthless piece of ice somewhere to the north. The Great Northern Territory did, however, hold many surprises, not only were there rich mineral deposits, but also vast amounts of untapped natural resources such as fish, lumber, coal, and more recently oil. Today Alaska's economy still revolves around its rich base of natural resources, while maintaining a small but rapidly growing populace of 650 thousand residents. This population is scattered throughout Alaskan communities with nearly fifty percent of the total population residing in what is regarded as the state's hub of commerce; the City of Anchorage. The following is a short history.

Anchorage is located in the south central portion of Alaska, at the mouth of Cook Inlet. The original town site was surveyed in 1910, and since that time has become an important port facility as well as the primary center for trade in the state.

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The Good Friday earthquake severely damaged the City of Anchorage, along with many other coastal cities in Alaska. Anchorage was hardest hit in the Turnagain area and 4th Avenue retailing district of the CBD, and although the damage was extensive, a rare opportunity presented itself, the people of Anchorage were in the position to make some choices which could greatly affect their city.

Several proposals were introduced to rebuild the CBD, and create a large retailing center downtown in an attempt to prevent stagnation of the CBD by creating an integrated commercial core. A strong retailing center downtown would naturally draw activity to the city's core rather than having the primary activity dissipated throughout the growing urban sprawl.

The proposed commercial core was never developed and the majority of retailing did occur in the suburbs rather than downtown. The downtown retailing district developed somewhat sporadically, shifting from Fourth Avenue to its present location of Fifth and Sixth Avenues. The change, coupled with the discouragement of peripheral development, resulted in what today is an internally focused central business district, a downtown oblivious to its surroundings.

Fortunately, Anchorage is still in a period of radical change. Disturbed by the lack of aesthetics in Alaska's largest city, citizens are taking steps to curb past mistakes and capitalize on Anchorage's future. New design standards are being pushed and private developers are being encouraged to help develop the downtown, if of course their development is consistent with, or will help with, the development of the city's urban plan.

By examining past events and actions, within the Anchorage CBD one may begin to formulate a plan of action which may possibly help in the success of the downtown. Based in part on a historical precedence, this thesis will investigate a possibility in which to improve the CBD.

2. Observe the Primary Distress: Building on this area is forbidden.

SEISMIC INFORMATION

The Alaska earthquake of March 27, 1964 was one of the most intense ever recorded. The epicenter was roughly 80 miles east of Anchorage. The disastrous tidal waves which devastated so many other areas along the coast did not affect Anchorage, which is built on a plateau about 100 feet above sea level. A large amount of destruction did occur in downtown Anchorage, however, from three major landslides along the bluff surrounding the city. A slide by Fourth Avenue affected the center portion of the CBD, another slide along "L" Street occurred at the downtown's west end. Finally a slide in an area known as Turnagain resulted in the destruction of what was then the highest class residential development in Anchorage.

Ninety-two percent of Anchorage's city area has been designated a normal risk area, the remainder consists of potential seismically induced slide zones. Although the site being considered in this these project is a part of the potentially unstable area, it is in a key location and in an area whose slide potential is considerably less than most areas of Anchorage's periphery.

Although I have included a knowledge of the seismic conditions in the area, I will limit the influence of seismic design in this thesis. I will, however, take a few seismic constraints into consideration in order to add some realism into the project. The following constraints are

1. Building Height: A limit of 8 floors above grade. This height was established from past design proposals for the site and other area buildings in the slide zone.
2. Observe the Primary Buttress: Building on this area is forbidden.

ZONING CONTROL

BUL. The site area is currently zoned as a B-2B development area. This type of zoning was intended to encourage a mixture of light commercial, office, and residential uses surrounding the more heavily concentrated commercial activity within the interior portion of the CBD. Height limitations were intended to preserve views and to correspond with geological characteristics.²

A certain number of design amenities must be included in every project in order to gain approval. The basis for judgment is based on floor area (larger floor areas require additional bonus points). If a developer provides more than the required number of amenities in his building, bonus points for these amenities can be used to increase floor area above and beyond "base building heights." Each bonus point earns the developer the right to build an additional 400 sq. ft. on a floor above the base building height. Typical amenities which earn bonus points are noted in the preceding table.⁴

URBAN CONTROL

TABLE 11.20

BONUS POINT COMPARISON FOR CDD ZONES

BUILDING HEIGHTS

- The B-2B zoning ordinance sets a base height of three stories. A bonus point system has, however, been enacted by the City of Anchorage to encourage developers to provide design amenities into their designs.³
- A certain number of design amenities must be included in every project in order to gain approval. The basis for judgment is based on floor area (larger floor areas require additional bonus points). If a developer provides more than the required number of amenities in his building, bonus points for these amenities can be used to increase floor area above and beyond "base building heights." Each bonus point earns the developer the right to build an additional 400 sq. ft. on a floor above the base building height. Typical amenities which earn bonus points are noted in the preceding table.⁴

Unheated Arcade

Plaza Park

Ground Floor

Public Restrooms

Climate-Controlled
Galleries

Interior Shopping Mall

Street Facing

Ground Level Shops

TABLE II.20
BONUS POINT COMPARISON FOR CBD ZONES

Urban Design Amenity	Number of Bonus Points Per Unit						Additional Sq. Ft. Permitted Above Base Height
	B-2A		B-2C		B-2B		
	per unit	max (if any)	per unit	max (if any)	per unit	max (if any)	
Street Tree	1		1		1		400 sq. ft.
Seating Unit	0.5	6	0.5	6	0.5	6	200 - 2,400 total
Sidewalk Texture (per 1,000 sq. ft.)	1/200 SF		1/250 SF		1/300 SF		1,320 - 2,000
Bike Rack	0.2/ bike	4	0.2/ bike		0.2/ bike	4	80 - 1,600 total
Heated Sidewalk Canopy	1/60 SF		1/85 SF		1/150 SF		2,667 - 6,667/ 1,000 s.f.
Unheated Sidewalk Canopy	1/70 SF		1/100 SF		1/170 SF		2,353 - 5,714/ 1,000 s.f.
Heated Arcade	1/40 SF		1/60 SF		1/100 SF		4,000 - 10,000/ 1,000 s.f.
Unheated Arcade	1/60 SF		1/75 SF		1/140 SF		2,857 - 6,667/ 1,000 s.f.
Plaza Park	1/80 SF		1/80 SF		1/115 SF		3,478 - 5,000/ 1,000 s.f.
Ground Floor Public Restrooms	1/70 SF		1/70 SF		1/200 SF		2,000 - 5,714/ 1,000 s.f.
Climate-Controlled Galleria	1/40 SF		1/55 SF		-		0 - 10,000/ 1,000 s.f.
Interior Shopping Mall	1/100 SF		1/200 SF		-		0 - 4,000 1,000 s.f.
Street Facing Ground Level Shops	1/100 SF		1/130 SF		1/200 -		2,000 - 4,000/ 1,000 s.f.

TABLE II. 20 (cont'd)
BONUS POINT COMPARISON FOR CBD ZONES

Urban Design Amenity	Number of Bonus Points Per Unit						Range of Additional Sq. Ft. Permitted Above Base Height
	B-2A		B-2C		B-2B		
	per unit	max (if any)	per unit	max (if any)	per unit	max (if any)	
Commercial Theater	1/200 SF	-	-	-	-	-	0 - 2,000/ 1,000 s.f.
Roof Top Deck	1/120 SF		1/150 SF		1/220 SF		1,818 - 3,333/ 1,000 s.f.
Apartment Housing	1/100 SF		1/200 SF		1/133 SF		3,008 - 4,000/ 1,000 s.f.
Hotel Rooms	1/200 SF		1/400 SF		1/267 SF		1,498 - 2,000/ 1,100 s.f.
Enclosed Parking Space at or above grade	0		11		10		0 - 4,400/space
Enclosed Parking Space below grade	0		13		14		0 - 5,600/space

Source: Title 21 of the Anchorage Municipal Code, "Land Use Regulation," January 1, 1981.

Note: Maximum of 1 bonus point per amenity per 200 square feet of site.
Minimum of 1 bonus point per 1,400 sq. ft. of site required for approval.

URBAN DESIGN STANDARDS

In order to achieve a consistent, attractive image for the downtown Anchorage streetscape, urban design standards have been proposed. There are three components that comprise these standards.

- 1) Uniform sidewalk, crosswalk, parking bay, and curb cut construction standards.
- 2) A consistent design vocabulary for municipal sidewalk paving and fixtures, such as light poles, traffic control fixtures and signs, transit shelters, trash receptacles, and benches.
- 3) Flexible guidelines for commercial signs, street level facades, planting, screening devices, and plazas, intended to allow variety within a general design framework for private development.⁵

- A) Typical existing condition on 6th Avenue: two travel lanes in one direction with two parallel parking lanes.
- B) Optional reconfiguration of right-of-way for three one-way travel lanes during peak hours; parallel parking permitted one side only at non-peak hours.
- C) Optional reconfiguration of right-of-way for two one-way lanes; parallel parking one side only at mid-block locations; flared curbs at intersections.

ANCHORAGE: AN URBAN ANALYSIS



MAP 1

LAND USE - EXISTING

PROBLEMS

- . Sporadic development of districts within the CBD.
- . Undefined city edge.
- . Little or no draw to periphery.
 - a) Coast
- . Very few public green spaces.

GOALS

- . Unify districts.
 - a) Retail
 - b) Office
 - c) Residential
- . Provide public space.
- . Extend retail district to define edge.

MAP 2

LAND USE - PROPOSED



PROBLEMS

- . Undefined edge.
- . Development of periphery undefined.
- . Little draw to west end of CBD, other than employees of that area.
- . Lack of public green space.

IMPROVEMENTS OVER EXISTING

- . Retail district is better defined.
- . Development in the west end of CBD eliminates much of the vacant space.
- . Railroad yard vacated.
- . Development of a harbor.

GOALS

- . Plan for the periphery.
- . Retail anchor in the west end to set boundaries and provide an draw to that end of the city.
- . Define the city's edge.
- . Provide public green space.
- . Pedestrian link to downtown retail core.
- . Provide links along coast. Retail, harbor, green space. Make coastal area a more active place.

MAP 3

SENSE

PROBLEMS

- . Sporadic district growth.
- . Lack of landmarks in the west end.
- . Weak path termination.
- . View corridors unenhanced.
- . Most negative influences occur at north end of the CBD.
- . Links between districts are weak.

GOALS

1. Provide retail anchor at west end of the CBD causing development to occur between the two anchors.
2. Development of a landmark (focal point) at the west end.
3. Prove a termination to the 1st Street axis.
4. Enhance view corridors.
5. Begin urban enhancement of north side CBD.
6. There is a potential to establish links between districts via the coast line, enhancing the coastal activity by providing a draw to the periphery.



MAP 4

PEDESTRIAN ACCESS PROBLEMS

- Much undeveloped space - parking lots.
- Very little pedestrian traffic towards the industrial zone.
- Coastal trail remains undefined in the industrial zone.
- Possible vehicular/pedestrian intersections.
- Pedestrian corridors unenhanced.
- Lack termination points at the north end.
- Little pedestrian connection with the coast.

GOALS

- Parking to be consolidated.
- Eliminate pedestrian/vehicular conflict.
- Define the coastal trail in the industrial zone.
- Establish connections with the coast.
- Provide terminus at pedestrian corridors.



MAP 5

PEDESTRIAN ACCESS

PROBLEMS

- Very little pedestrian traffic towards the city's periphery.
- Possible vehicular/pedestrian conflicts at several key intersections.
- Negative view potential towards the north.
- Coastal trail receives very little usage near the proposed site area.

GOALS

- Eliminate pedestrian/vehicular conflicts by installing traffic control devices.
- Provide a draw for pedestrians to the city's edge.
- Shield negative views while enhancing positive views.
- Provide link to coast to help stimulate activity along the coastal trail.



MAP 6

VEHICULAR ACCESS

PROBLEMS

- Potential pedestrian/vehicular conflict.
- Need for additional parking.

GOALS

- Resolve potential vehicular/pedestrian conflicts by incorporating traffic control devices.
- Provide additional parking below proposed structure.



MAP 7

PROPOSED LAND USE

PROBLEM RESOLUTION

- Proposed facility provides retail anchor for the downtown retail district, stimulating growth between the two retail anchorage points.
- Proposed facility creates a link between the port facility and downtown, as well as defining the city's edge at the CBD's northwest corner.
- Pedestrian pathways are clarified.
- Plantings add definition to major pedestrian and vehicular pathways.

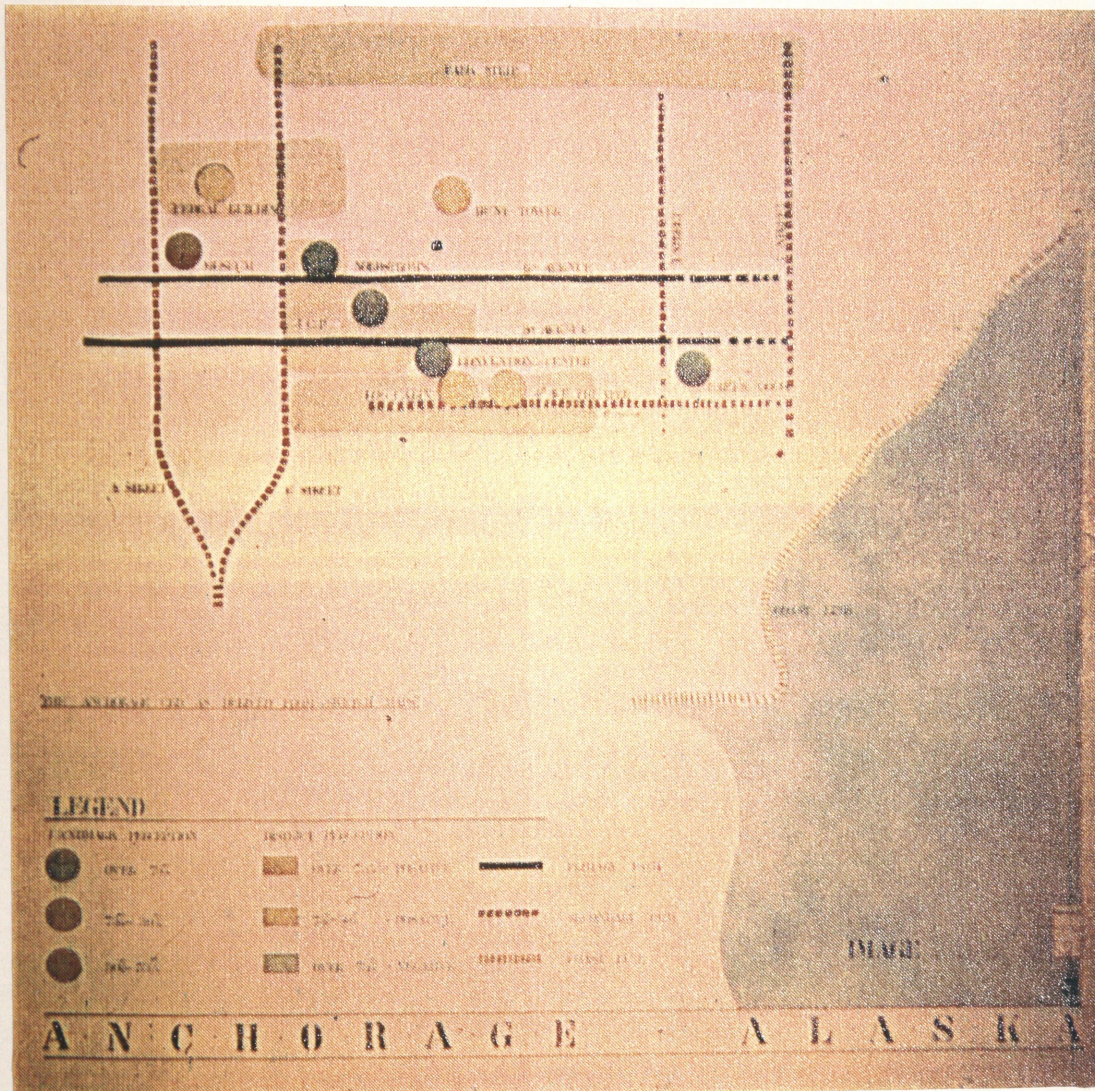


MAP 8

IMAGE PERCEPTION

PROBLEMS

- Few landmarks on west end of the Anchorage CBD.
- Edge of Anchorage perceived as Fourth Avenue, not the bluff.
- Fourth Avenue perceived as a negative influence.
- I Street has no definite termination.
- Sporadic locations of districts.



DEFINE CITY'S EDGE

FACT: The western edge of the central business district is in many cases poorly defined.

NEED: There is a need to identify the city's CBD edge in order to promote a sense of enclosure. The central business district needs a defined starting and stopping place.

GOAL: A goal of this thesis is to define the central business district's edge, yet allow opportunities to the edge in order to access coastal areas.

CONCEPT: In order to establish an effective edge to the central business district, a definite ending must occur. This ending could take the shape of either a cliff, building, landscaping, separation path, or any combination of these elements.

DEFINE CITY'S EDGE

FACT: The western edge of the central business district is in many cases poorly defined.

NEED: There is a need to solidify the city's CBD edge in order to promote a sense of thereness. The central business district needs a definite starting and stopping place.

GOAL: A goal of this thesis is to define the central business district's edge, yet allow perforations in the edge in order to access coast.

CONCEPT: In order to establish an effective edge to the central business district, a definite ending must occur. This ending could take the shape of either a cliff, building, landscaping, separation, path, or any combination of these elements.

CONNECTION TO COAST

FACT: At the present time there is no definite connection with the coast, an exception being Inlet Park, which is primarily for the use of small children.

NEED: A need exists to establish physical connections with the coast and develop potential coastal activity (i.e., parks, harbor, residential, retail, etc.), coastal trail.

GOAL: Establish and maintain a connection to the coast, in order that residents could have access to potential coastal activity (i.e., harbor, retail, coastal trail).

CONCEPT: The connection with the coast could take the form of either a stair, elevator, path, or road which would allow pedestrian access to the coast uninhibited by vehicular traffic.

1. Frame a view

2. Over-look

3. Under-view

4. Deflected vista

ESTABLISH VIEW CORRIDOR

FACT: Anchorage is an internally focused city. It is difficult to appreciate the rugged environment which surrounds the city.

NEED: There is a need to focus some attention on Anchorage's surroundings, allowing the urban dweller to enjoy the spectacular environment he/she is a part of.

GOAL: Establish a retail development encouraging the growth of

GOAL: Establish view corridors both externally to the coast as well as into the city in order to maintain identity from outside as well as within the city.

CONCEPT: Conceptually, the retail district bounded by the opposing

CONCEPT: In order to enhance views externally, view points should be established throughout the city. A number of possibilities can be presented.

1. Frame a view
2. Over-look
3. Under-view
4. Deflected vista

UNIFY RETAIL DISTRICT

FACT: The current retail district in Anchorage's central business district consists of sporadic groupings of shops with little or no congruency.

NEED: In order to create an active, vital draw to downtown, a unified retail district must be established.

GOAL: Establish a retail development encouraging the growth of the retail district, ultimately resulting in the unification of the retail district.

CONCEPT: Conceptually, the retail district bounded by the opposing anchors hold would focus the potential retail development between the two points and could possibly unify the retail district.

CREATE FOCAL POINT

FACT: The west end of the CBD lacks nodal points or landmarks, therefore knowledge of this part of downtown is not known by many, other than those who work downtown regularly.

NEED: There exists a need to create a reference point with which locals and visitors alike can identify, as well as having a referential point by which to navigate.

GOAL: Create a landmark, nodal point through which residents will be able better to identify with the central business district and begin to create a scaling of the west end.

CONCEPT: Nodal points are characterized by strategic foci such as:

- . Intersections in path
- . Break in transportation
- . Possibly characterized by a landmark

CONCEPT: Plaza: Termination of I Street axis

- . Hierarchy of form
- . Contrast in form
- . Concentration of form⁶

CREATE SOCIAL SPACE

FACT: Spaces to socialize during lunch breaks for office workers or places for inhabitants to gather are virtually non-existent. The few areas available for such activity are located out of the typical walking range, and are unusable nine months out of the year.

NEED: The need exists to create an area that would promote social gathering in the downtown setting. The setting should allow for such activities to exist for the entire year.

GOAL: Provide areas to promote socializing (gathering, people watching, visiting). The area should be able to be utilized year around. These social activities will enhance the concept of urban dwelling.

CONCEPT: Plaza type areas would encourage the social activity needed in the west end of the central business district. Plazas may be interior as well as exterior.

CLARIFY COASTAL TRAIL

FACT: The coastal trail currently dissolves as the trail rounds Point Resolution and enters the industrial zone. Users of the trail are at times accosted by undesirables of the 4th Avenue district.

NEED: There is a need to clarify the coastal trail and separate the users from potential conflict.

GOAL: Clarify coastal trail route through the site, yet separate the users from patrons.

CONCEPT: The coastal trail may be resolved in a number of ways.

1. Separation
2. Through the site
3. Around the site
4. Through the building



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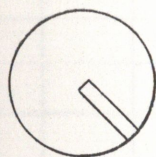


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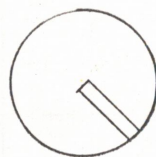
PREVALENT
WIND DIRECTION



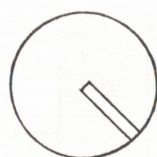
CLIMATOLOGICAL



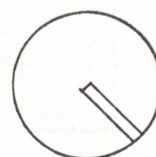
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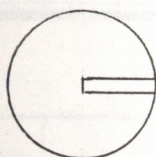
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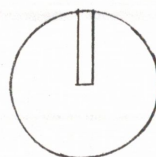
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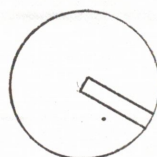
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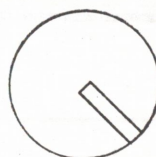
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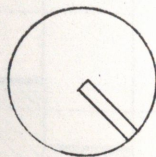
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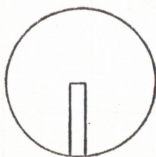
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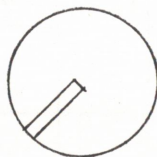
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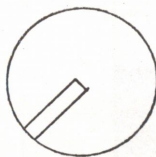
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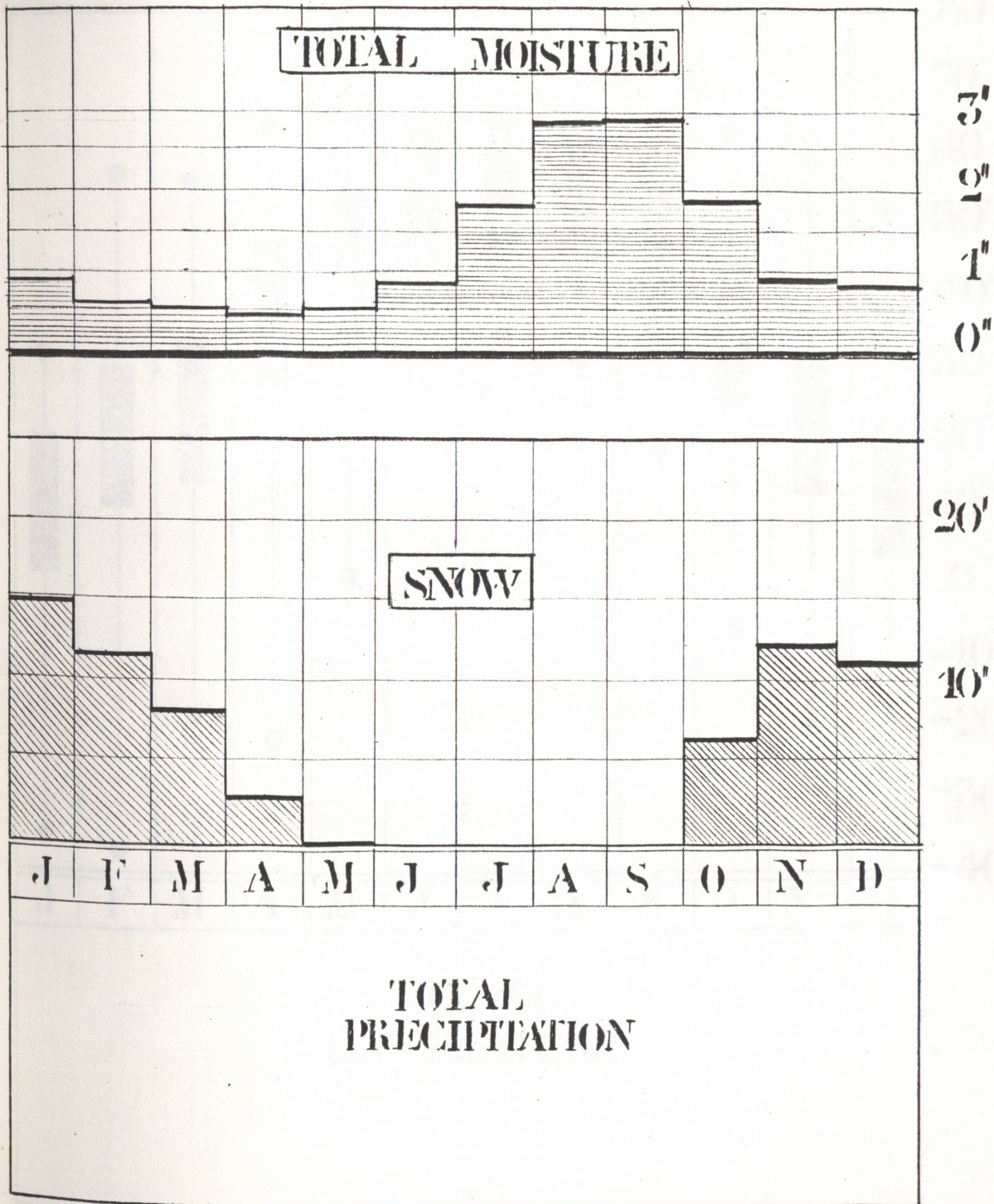
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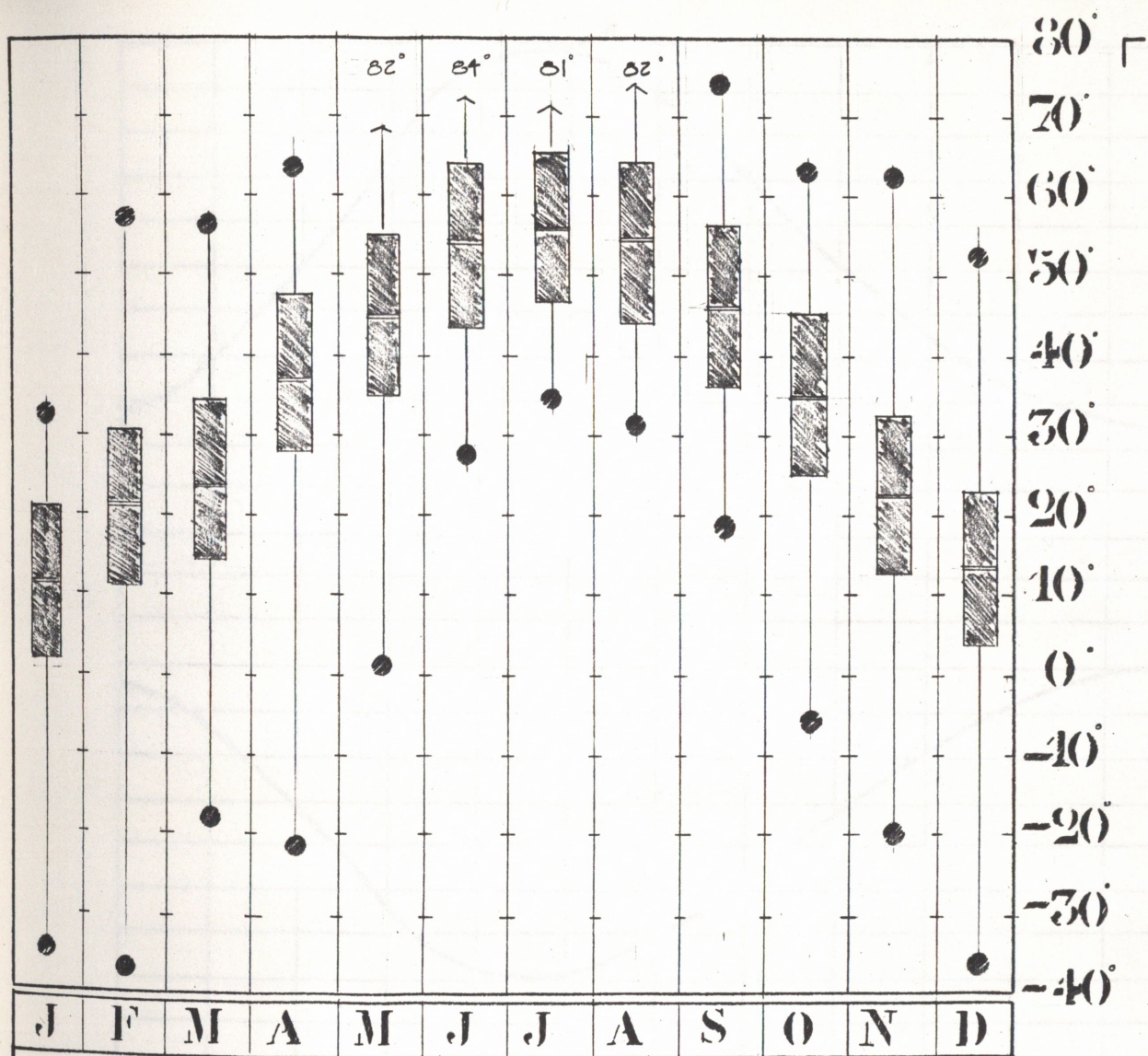


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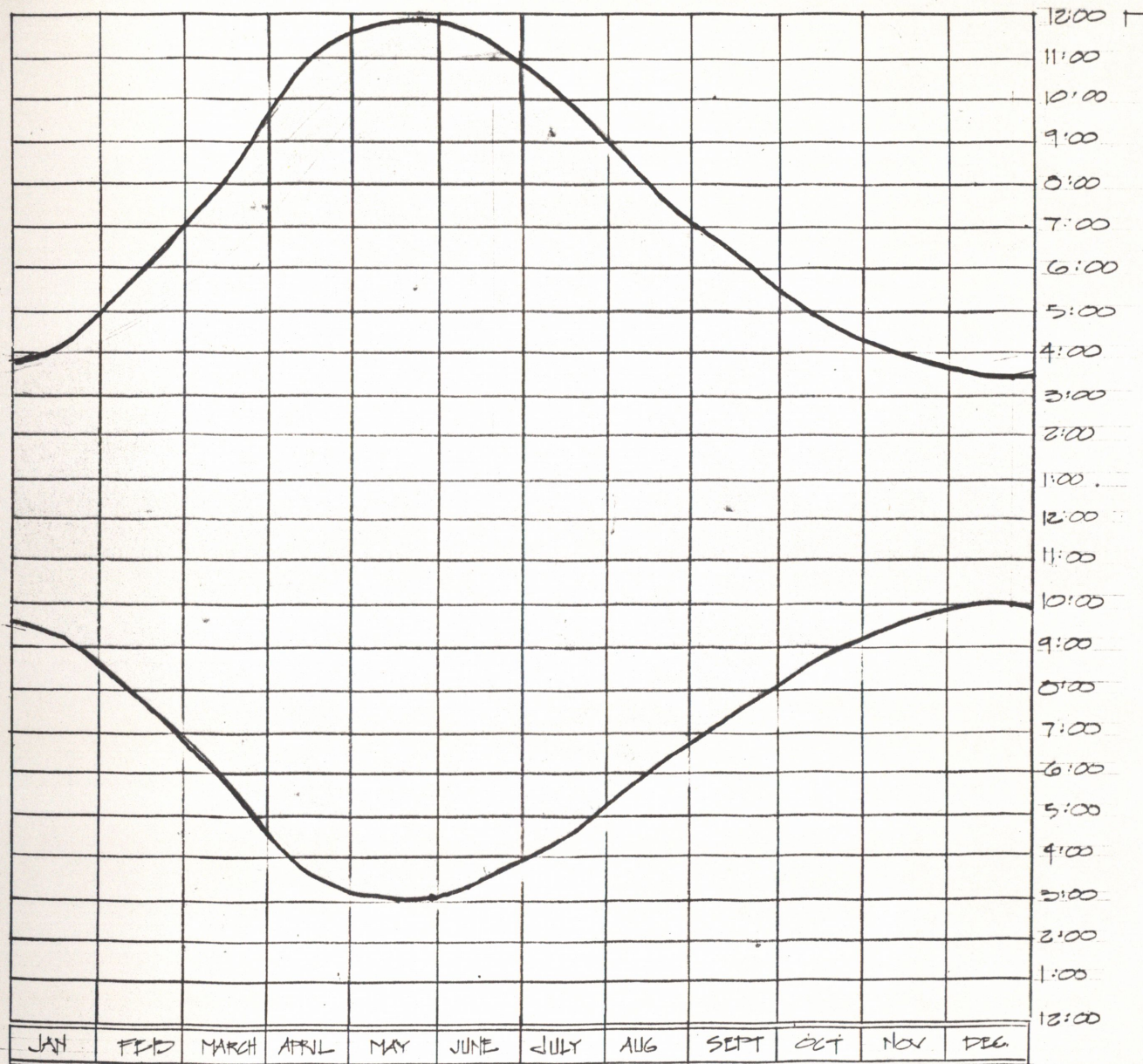
**PREVAILING
WIND DIRECTION**







ANERAGE
TEMPERATURE



SOLAR ACCESS

The focus of this study is to achieve three goals. These goals are as follows:

- 1) Understand the urban issues related to the ineffectiveness of the Anchorage CBD, through the use of urban analysis.
- 2) Proposal of a program for the district which might solve many of the problems which were discovered in the analysis.
- 3) Develop a retailing program for the district.

The following is a brief description of the program used to obtain the program for goal number three; the further development of the retailing program for the district.

The first step in the program which I have followed was to analyze the various aspects of the Anchorage CBD from an urban design standpoint. Using Kevin Lynch as a resource I prepared eight mapping studies of Anchorage's central business district. Each of these studies revealed to me different problems, for each of which I provided a solution at its resolution. These urban design goals, a total of seven, range from establishing new corridors through the creation of social spaces.

The second step in my program was to analyze the master plan for the Anchorage CBD. Noting any recommendations and/or problems stated by the document, I combined this information with the findings made while completing the urban analysis. This new resource reinforced my findings in many instances while also bringing attention to others not included in my previous findings.

As a result of studying the gathered information, I was able to best decide the next course of action to be taken. My final recommendation regarding the resolution of the problems found in the CBD. First, as an alternative to the existing district, which is currently sporadically developed, I propose a new retailing center which is an opposing force to the existing retail core, the PROGRAMMING

The focus of this thesis is to achieve three goals. These goals are as follows:

- 1) Understand the urban issues related to the ineffectiveness of the Anchorage CBD, through the use of urban analysis.
- 2) Proposal of a possible schematic solution which might solve many of the problems which were discovered in the urban analysis.
- 3) Develop a portion of the proposed scheme.

The following is a discussion of the methodology used to obtain the program for goal number three; the further development of the proposed scheme.

The first step in the procedure which I have followed was to analyze the various aspects of the Anchorage CBD from an urban design standpoint. Using Kevin Lunch as a resource I prepared eight mapping studies of Anchorage's central business district. Each of these studies revealed to me different problems, for each of which I formulated a goal aimed at its resolution. These urban design goals, a total of seven, range from establishing view corridors through the creation of social spaces.

The second step in my procedure was to analyze the master plan for the Anchorage CBD. Noting any recommendations and/or problems stated by the document, I combined this information with the findings made while completing the urban analysis. This new resource reinforced my findings in many instances while also bringing attention to others not included in my previous findings.

As a result of studying the amassed information, I was able to best decide the next course of action to be taken. My findings led me to several conclusions regarding the resolution of the problems found in the CBD. First, as an attempt to unify the retailing district, which is currently sporadically developed, I propose a new retailing anchor to act as an opposing force to the existing retail core, thus encouraging

growth between them. Secondly, I suggest the development of permanent as well as visitor housing to meet existing housing shortages in the Anchorage CBD. Finally, I came to the conclusion that further people oriented activity was needed to stimulate after hours activity in the downtown. Responding to suggestions of the CBD master plan, I suggest activities that are commonly utilized during evening hours. These activities include, among others, a nightclub, restaurant, and sports facility.

Having established the building(s) use parameters, the next area in the programs resolution was to develop the area requirements for each of the spaces in the proposed structures. To achieve this, area and height restrictions were researched establishing minimum and absolute maximum square footages.

Finally, case studies of similar projects were investigated. These studies were conclusive in that they provided like examples through which to base the project's spatial area proportions. Although the final area proportions varied from those set by the case studies, the final area proportions reflect adjustments made to meet the special requirements of this project.

GOAL: Provide a facility that would be able to meet many needs in the city, including social, physical, as well as residential. This facility should promote a higher degree of activity in the CBD, and an element which will promote the unification of the retail district. Finally, this facility should begin to define the western edge of the central business district while providing greater access to coastal activities.

CONCEPT: The primary concept for the retail complex is that of an anchor. This facility is intended to serve as the catalyst for future retail growth in the Anchorage CBD. The facility should be that of a people place, designed to meet social as well as physical needs of downtown workers and residents.

RETAIL

FACT: The current retail district consists of sporadic groupings of shops with little or no congruency. Little retail development has occurred in the west end of the central business district. Currently the only draw to that end of the CBD is either the business functions or hotel use of the area. Therefore the west end is used only during the daytime and for the most part shuts down on weekends and after five o'clock on week days.

NEED: Shops that offer incentives for people after regular hours would help to enliven the west end. Secondly, a major retailing outlet is needed in order to provide an anchor to this end of town, hopefully causing an increase in retail development between the new anchor and the existing core, resulting in a unified retailing district.

GOAL: Provide a facility that would be able to meet many needs in the city, including social, physical, as well as residential. This facility should promote a higher degree of activity in the CBD, and an element which will promote the unification of the retail district. Finally, this facility should

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HOTEL

- FACTS:** Anchorage currently lacks class 'A' hotel space. A recommendation by the City of Anchorage suggests that due to the large increase in transient and business clientele in the City of Anchorage, the city would promote the development of any such facility within the CBD.
- NEED:** Approximately 1500 new class 'A' hotel rooms are needed in Anchorage. Consolidation of hotel facilities is also needed to promote visitor interaction within the CBD. Currently hotel facilities are separated by significant distances, discouraging visitor interaction.
- GOAL:** Creating a facility that will house the visitor as well as satisfy their needs. The visitor will be close to downtown activity along with having access to coastal views and activities. Visitor interaction will be encouraged through the consolidation of several hotels.
- CONCEPT:** The primary concept of the hotel facility is to attract the visitor, both by the activity in the downtown and by the spectacular views afforded by the site; a chance to experience the great outdoors while at the same time being surrounded by the conveniences of the city.

OFFICE CLUB

FACT: The area surrounding the proposed site presently contains several office blocks. Office buildings located on the west end of Anchorage's CBD have greater access to parking as well as views.

NEED: Need for leasable office space exists in the Anchorage CBD. This facility would supply office space within close proximity to the state office complex.

GOAL: The primacy goal is maintaining a steady flow of patrons in and out of the complex. An office building would enhance this goal.

CONCEPT: Maintain a high level of permanent users within the building, providing a draw for others to make use of the facility, especially during their lunch breaks.

HEALTH CLUB LOUNGE

FACT: Many downtown office workers enjoy physical exercise either before or after work, many prefer it during their lunch break. There are currently very few athletic clubs provided in the Anchorage CBD. The inclusion of the existing coastal trail also provides a natural running track that, if desired, could be easily included into such a facility, as part of its activity program.

NEED: There is a need to promote people oriented activities and facilities in the Anchorage CBD. These activities and facilities are the basis for getting people together.

GOAL: The goal of including an athletic club into the facility is to promote social interaction as well as increasing the activity level of the central business district. This facility would provide local area workers an easily accessed recreational facility allowing greater opportunity to exercise as well as meet people.

CONCEPT: The primary concept involving the restaurant and nightclub is to provide the vehicle through

CONCEPT: The primary concept of the health club is to provide a facility that would increase social interaction between users in addition to having access to the existing coastal trail. Secondly, this facility would promote extended activity in the area.

RESTAURANT/LOUNGE

FACT: There is a shortage of after hours activities in the Anchorage CBD. The city core functions primarily as a daytime use only area. Night life is somewhat suppressed when area businesses shut down. The inclusion of a restaurant/lounge would help to incorporate night life into the central business district.

NEED: A need exists to make the Anchorage CBD into an extended hours area, one that will entice area residents to visit after the area businesses close for the day.

GOAL: The goal of developing a restaurant and lounge is to create an atmosphere which will allow for more diverse activity during the off hours, thereby beginning the process which will, in time, make the Anchorage CBD a livable area during most of the time.

CONCEPT: The primary concept involving the restaurant and nightclub is to provide the vehicle through which extended area activity can evolve. These facilities should create a high class atmosphere utilizing the views to the inlet as well as the city.

SOCIAL SPACE

- FACT: There is a shortage of parking in Anchorage. Building points are allowed for including parking in a design.
- FACT: The catchment area for a public space is roughly three blocks. The west end of Anchorage's CBD severely lacks the green space required to meet the needs of the area's workers.
- NEED: For most plazas, the effective market radius is about 3 blocks, as well as the health club.
- GOAL: incorporate as much parking as possible into the design, yet still allowing for compensation of the
- NEED: A need exists to develop several green spaces.
- CONCEPT: Hidden underground parking with elevators/stairs accessing to a highly visible point.
- GOAL: The goal is to create areas in which area workers, as well as visitors, are able to sit and relax year around. The major space should be located indoors, if possible.
- CONCEPT: Erosion of the city into nature.

PARKING

FACT: There is a shortage of parking in Anchorage. Building points are allowed for including parking in a design.

RETAIL

120,000

27%

OFFICE/COMMERCIAL

134,000

25%

NEED: Parking is needed for hotel, office, retail, dining and lounge, as well as the health club.

PARKING

11,000

11%

GOAL: Incorporate as much parking as possible into the design, yet still allowing for compensation of the buttressing zone.

OTHER

54,000

7%

CONCEPT: Hidden underground parking with elevators/stairs accessing to a highly visible point.

	SQ. FT.	PERCENTAGE
RETAIL	120,000	27%
OFFICE/COMMERCIAL	154,000	25%
HOTEL	147,000	25%
PARKING	66,850	11%
ATRIUM/PUBLIC SPACE	12,500	3%
OTHER	54,000	9%

BUILDING AREA RATIO: 5.76:1

RETAIL - FUNCTION

In order to be successful, a retail facility must be multi-leveled, while being easily accessed by the consumer. The facility should be located in public spaces having a direct relationship with the consumer. The facility should be designed to promote a sense of individual identity as well as a sense of community. The facility should be designed to be a part of the urban district.

Finally, the facility should be designed to be a place where people can find a sense of community and a sense of individual identity.

RETAIL - FUNCTION

A retail facility should be designed to be a place where people can find a sense of community and a sense of individual identity. The facility should be designed to be a place where people can find a sense of community and a sense of individual identity. The facility should be designed to be a place where people can find a sense of community and a sense of individual identity.

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Concepts for the facility should be designed to be a place where people can find a sense of community and a sense of individual identity. The facility should be designed to be a place where people can find a sense of community and a sense of individual identity. The facility should be designed to be a place where people can find a sense of community and a sense of individual identity.

• RETAIL

RETAIL - FORM

TOTAL AREA APPROX. 120,000 SQ. FT.

NEEDS
In order to obtain adequate square footage, the facility must be multi-leveled, while being easily accessed by the general public. Retail shops should be close to the public spaces having a direct relationship with them, accessed by a well defined entrance. The form should promote a sense of individual identity as well as being identified as an integral element of Anchorage's central business district.

Finally, the form of the retail portion of the facility should respond to such conceptual ideas as: a place for people, a window, a city (path, mode, landmark...).

RETAIL - FUNCTION

INDOOR PLAZA

A retail facility's main function is to provide the basic service of furnishing both the fundamental as well as luxury items for the general public. The facility must be easily accessed by the consumer as well as the service type industries, although keeping each isolated from the other.

ADMINISTRATIVE

As a goal the facilities must be able to function efficiently during peak crowd hours while maintaining the comfort of both consumer and retailer. Store owners should find that, functionally, the retailing center assists in the marketing of their goods.

MINOR OUTLETS

Concepts dealing with the functional aspects or design include separating of activities, public from service, retail from walkway. Strategic vantage points also offer improved functional qualities.

ENCOURAGE WHOLESALE

RETAIL ELEMENTS

TOTAL AREA APPROX. 120,000 SQ. FT.

PEDESTRIAN WAY FINDING
NEEDS

SECURITY
SHOPS

MAJOR OUTLET

PUBLIC AND PRIVATE TRANSIT STATION
INDOOR PLAZA

INDUCING ENTRANCES

ADMINISTRATIVE AREA

INTERIOR DISPLAY SPACE

MINOR OUTLETS

CONVENIENCE (CASHIER)

ENCOURAGE WINDOW SHOPPING
CIRCULATION SPACE

REQUIREMENTS FOR TENANT STORES

PEDESTRIAN WALKWAYS

Small depth is needed if service facilities are in basements and

shops traffic will be on the side of the structure.

PUBLIC RESTROOMS

Public and private sitting areas back of store on ground level and storage facilities should be provided on ground level for each tenant.

INDUCING ENTRANCES

INTERIOR DISPLAY SPACE

Greater depth is needed if shops are in moves on both sides of individual stores.

CONVENIENCE COUNTER

CIRCULATION SPACE

DEPTH REQUIREMENTS FOR TENANT STORES

- . Small depth is needed if service facilities are in basements and pedestrian traffic moves only on one side of the structure.
- . Greater depth is needed if delivery is at back of store on ground level and storage facilities have to be provided on ground level for each tenant.
- . Greater depth is needed if shopping traffic moves on both sides of individual stores.

HOTEL - FORM

A hotel should be designed to function as a home to its inhabitants. Each room should have adequate space for the storage of personal effects and other basic needs of the residents. As a result of the urban situation, the hotel should be compact and will allow visitors the benefits of living in downtown.

A goal of the hotel is to provide a comfortable environment for its guests and allow private open space for their use. The hotel should be located in the heart of the downtown and should be used as a point of reference.

Conceptually a hotel should be designed to meet the needs of its users and should be considered.

HOTEL - FUNCTION

A hotel should be designed to provide a comfortable environment for its guests and meet their basic needs during a stay. The needs of the guests should be met by providing the service elements separated.

The hotel should be designed to provide a comfortable environment for its guests and meet their basic needs during a stay. The needs of the guests should be met by providing the service elements separated. The guest rooms, which are private, should be separated from the more public areas of the hotel such as the lobby. A secondary entrance should be provided for the guests to enter the hotel as well as from parking.

Conceptually the hotel should be designed to provide a comfortable environment for its guests and meet their basic needs during a stay. The needs of the guests should be met by providing the service elements separated. The guest rooms, which are private, should be separated from the more public areas of the hotel such as the lobby. A secondary entrance should be provided for the guests to enter the hotel as well as from parking.

HOTEL - FORM

BUILDING SPACE

FLOOR AREA

147,000 SQ. FT.

A hotel form should be designed to be livable, it is after all a home to its inhabitants. Each room should have adequate natural lighting as well as meeting other basic needs of the residents. As a result of the urban surroundings the hotel will be a multi-leveled facility and will allow visitors the benefits of living in downtown.

A goal of the design will be to maximize potential views for the guests, and allow private open space for their use. The hotel should be an easily identifiable element of the downtown and should be used as a point of reference.

Conceptually a hotel is a house, all that makes a traditional house should be considered.

HOTEL - FUNCTION

A hotel's major function is to house its residents as well as meet their basic needs during a stay. The needs of the visitor should be met efficiently, keeping the service elements separated.

The hotel should be easily accessed and its functional layout readily understood by its various users. The guest rooms, which are private, should be separated from the more public areas of the hotel such as the lobby. A secondary entrance should be provided from the pedestrian mall as well as from parking.

Conceptually the functional layout should be that of house, consisting of path, porch, vestibule, entry, public space dominating the front, private space in the rear.

BUILDING SPACES

FLOOR AREA

147,000 SQ. FT.

HOTEL

. Restaurant/Coffee Shop

- . Seating Area
- . Lobby
- . Reception
- . Food Preparation
- . Dishwashing
- . Service
- . Restroom
 - . Men
 - . Women

. Bar

- . Counter
- . Seating

. Lobby

- . Waiting Area
- . Reservations/Check-In
- . Restroom
 - . Men
 - . Women
- . Information Booth
- . Administrative
- . Elevator
- . Reception

. Administrative

- . Secretary
- . Reception
- . Manager
- . Assistant Manager

FUNCTION

. Banquet Room/ Meeting

- . Bandstand Area
- . Dividable Partitions
- . Entry Foyer

. Guest Rooms

- . Bathroom
- . Sitting Area
- . Closet Space
- . Sleeping Area
- . Vanity Area

. Recreation

- . Swimming Pool
- . Observation Deck
- . Sauna
- . Men
- . Women

. Service

GUEST ROOMS

- . Employee Locker Rooms
- . Employee Cafeteria
- . Waiters Area
- . Room Service
- . Cooking Areas
- . Banquet Service Area
- . Bake Shop
- . Food Storage and Preparation
- . Loading Dock
- . Cleaning Storage
- . Linen Storage
- . Service Elevator
- . Laundry
- . Mechanical Room

FUNCTIONAL FACILITIES

- . Service and greeting areas should be kept separate at all times, service in back, greetings occurring in the front.
- . Typical room size is 13' x 32', however, rooms may vary dependent on location and use.
- . Coffee shop is visibly separated from the restaurant area.
- . Restaurant and bar are related facilities and should be connected.
- . Bar must be fairly easily accessed.
- . Elevator should open into an elevator foyer, into which there are no hotel doors opening.
- . If at all possible, limit corridor length to 100 feet. If it is longer, provide interruptions in the path.
- . Recess guest room doors, anywhere from 1 to 2 feet, giving an illusion of a wide hall as well as a sense of privacy and individuality.

GUEST ROOMS

- . Allow for queen size beds.
- . Minimum 3 foot aisleway between the foot of the bed and the hall.
- . Hotel suites should be as fine sitting rooms and arranged in several rooms to be of a permanent nature. Others can be rented as separate rooms when not rented.
- . 13-15 rooms per floor per maid.
- . Bars are a nice convenience in a suite.

BANQUETING FACILITIES

- . Facility should have the capabilities to be broken into smaller units to be utilized more efficiently.

- . Each of the subdivisible units should have accessibility to the kitchen.

SPACE ALLOTMENTS

- . The typical guest floor area usually covers 55% of the ground floor area, although subject to variances.

- . 15-20 rooms per stairway.

OFFICE - FUNCTION

The office should for functional reasons be located around a central core. The office should be accessed mainly through the pedestrian mall rather than through an exterior entrance. A secondary entrance should be allowed, however, from the exterior, or parking garage.

The office core should house toilet facilities and stairs, as well as elevators. The office space will be designed for the use of smaller office users, not major tenants, and will use open planning.

OFFICE - FORM

The office complex, although being an integral part of the entire multi-use building, should be readily identifiable by those persons making use of the facility. By making use of a corporate imagery, one can easily identify the office portion of the complex as a separate entity.

A corporate image can be obtained through such devices as reducing surface articulation and scaling elements, thereby making the building more sleek in nature.

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HEALTH CLUB - PO BUILDING SPACES

FLOOR AREA

OFFICE

154,000 SQ. FT.

The form of a health club can be many things to many people. The form of such a facility does not have to be dictated by the form of the building. Likewise there are no symbolically significant icons associated with the maintenance of a health club. The form of a health club is dictated by the function of the building. The form of a health club is dictated by the function of the building. The form of a health club is dictated by the function of the building.

- . Main Entry Lobby
- . Men's Restroom
- . Women's Restroom
- . Vertical Circulation Spaces (Elevators, Stairs, Lobbies)

HEALTH CLUB - FUNCTION

A health club's primary function is one of developing and maintaining the physical fitness of a human. There are many activities involved in this development, many of these activities can be performed in close proximity to one another, others cannot. Therefore, there exist many separations in the functions.

A functional goal is to promote activity. This can be achieved through efficient spatial layouts, arranging like activities in some areas, conflicting activities in others. Another goal is to provide accessibility to the coastal trail, allowing patrons to utilize additional natural assets to the site.

The functional concept is one of fluidity, allowing activities to be separated yet capable of flowing into one another if desired.

The form of a health club can be many things to many people. The form of such a facility does not have to be dictated by the internal function. Likewise there are no symbolically significant icons associated with the maintenance of the human body through physical exercise.

HEALTH CLUB - FUNCTION

A health club's primary function is one of developing and maintaining the physical fitness of a human. There are many activities involved in this development, many of these activities can be performed in close proximity to one another, others cannot. Therefore, there exist many separations in the functions.

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The functional concept is one of fluidity, allowing activities to be separated yet capable of flowing into one another if desired.

The form required for a restaurant are generally not set. A restaurant can generally happen anywhere, in any facility. The exterior form should give a patron an idea of the orientation of the food served. In this particular case, however, form will have to be dealt with as an entry statement.

- . Weight Room
- . Spa
- . Sauna
- . Whirlpool
- . Aerobics Room
- . Racquetball Courts
- . Bar (Health)
- . Showers
- . Dressing Room
- . Administrative Area
- . Lap Pool
- . Volleyball/Basketball Court

A restaurant is a facility with separate areas. The first consists of the patrons, or those who are being served. The second consists of those who are doing the serving and their support staff.

It is suggested that the servers be as discrete as possible; separation of functions will facilitate this. Dining areas would best be suited arranged toward the available views with service functions inhabiting the remainder of the space. The restaurant should be easily accessed by the patrons yet separated from most other functions, thus becoming a destination facility.

A concept of functional zoning could be used when determining the functional layout of the space.

RESTAURANT - FORM

The form requirements of a restaurant are generally not set. A restaurant can generally happen anywhere, in any facility. Ideally the exterior form should give a patron an idea of the orientation of the food served. In this particular case, however, form will have to be dealt with as an entry statement.

RESTAURANT - FUNCTION

A restaurant is a facility divided into two separate areas. The first consists of the patrons, or those who are being served. The second is comprised of those who are doing the serving and their support staff.

It is suggested that the servers be as discrete as possible; separation of functions will facilitate this. Dining areas would best be suited arranged toward the available views with service functions inhabiting the remainder of the space. The restaurant should be easily accessed by the patrons yet separated from most other functions, thus becoming a destination facility.

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PUBLIC SPACE - BUILDING SPACES

FLOOR AREA

RESTAURANT

7,500 sq. ft. Studies indicate that
12 sq. ft./person

- . Entrance/Foyer
- . Restrooms
- . Kitchen
- . Refrigeration
- . Service
- . Dining Area
- . Waiting Area
- . Dishwashing
- . Cloak Room
- . Bar

FUNCTION - PUBLIC SPACE

The primary function of a public space is for social interaction of people. Many individuals find that for their orientation of a public space near a highly active area provides the interaction needed. Seating, however, should never occur in the centers of such spaces for people will feel uncomfortable using the area. Seating itself should remain movable, arranged in groups around the periphery of the space.

The seating itself should roughly comprise one-third the entire area and should, if possible, be located near trees. A public area should promote the chances of unplanned encounters and give a sense of diversity to the downtown. Finally, the area should be located near retail facilities and also be catered by vendors or a street cafe, if possible.

Conceptually the function of the space is a functionless space designated completely to the enjoyment of people ... a people place.

The forms of sitting areas are completely dependent on surrounding environment. Studies indicate that the most successful of these spaces provide quality areas of sitting space along with a sense of enclosure. Few people enjoy sitting in the wide open spaces. Sitting areas near heavy pedestrian flow are popular and usually are the first seats to be taken.

The concept of spatial form is to make a people place.

FUNCTION - PUBLIC SPACE

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SOCIAL SPACES

NEEDS

FLOOR AREA 12,500 SQ. FT.

Movable chairs

Sittable ledges - optimum 17"

Benches - optimum 36" wide

30% space needs to be sittable

Access to sun

Harbor from wind

Awnings

Food vendors

Capacity - 35-40 per 105 sq. ft. = approximately 1/3

Sitting > 1 linear foot per 30 sq. ft. open space

Food service point

Retailing

Toilets

Incorporate in main pedestrian flow

Good internal space has a connection with outdoors.

Visual for sitting on both sides.

Physical

People enjoy sitting in an unfixed seat vs. a fixed seat.

Make 10% of total space available

SOCIAL SPACES

- . Combine trees and possibly awnings with the sitting space.
- . If possible, plant trees in groves.
- . If water is placed in a space, don't put it off limits.
- . Food attracts people
 - . Street vendors
 - . Sidewalk cafes
- . Plazas start at a street corner.
 - . Many people inhabit street corners, which are usually a good show for people to watch.
- . If possible, combine plazas with stores.
- . The transition point between plaza and sidewalk important,
 - . Serves as a rendezvous point.
 - . Visual enjoyment to onlookers.
- . Do not design sunken plazas, people will feel inhibited to make use of them.
- . Provide sittable ledges and stairs.
 - . Sitting height optimum 17".
 - . 30"-36" wide benches allow for sitting on both sides.
- . Corners act exceptionally well as sitting areas.
- . Movable chairs are an asset, people enjoy sitting in an unfixed seat vs. a fixed seat.
- . Make 10% of total space sittable.

- . Provide as much solar exposure as possible.
 - . Direct
 - . Bounced
- . People seek sun traps, a place away from wind and drafts.
 - . Parks enclosed on three sides work well; physically and psychologically they feel comfortable.
- . Use of "in between" urban spaces recommended.
 - . Part outdoor, part indoor.
- . People like to sit by trees.
 - . Provide satisfying enclosure.
 - . Feels protected.
- . Indoor spaces.
- . Sitting space.
 - . At least one linear foot per thirty square feet of open space.
- . Provide access to food as well as retailing.
- . Incorporate space with main pedestrian flow.
- . A good internal space has a connection with the outside.
 - . Visual
 - . Physical

PARKING - FUNCTION

The primary function of a parking structure is to house the vehicle. Adequate circulation space should be maintained. Egress into and out of the parking area should be well marked, crossing a statement of entry and exit. Exits should be placed in obvious locations eliminating need to walk long distances.

PARKING - FUNCTION

The primary function of a parking structure is to house the vehicle. Adequate circulation space should be maintained. Egress into and out of the parking are to be well marked, creating a statement of entry and exit. Exits should be placed in obvious locations eliminating need to walk long distances.

1 Space/4 Rooms

28

OFFICE

Long Term

17

Short Term

20

Carpool

15

52

RETAIL

Long Term

20

Short Term

20

Carpool

10

50

130 Spaces

*Additional parking provided in parking garage across the street.

PARKING

MINIMUM REQUIREMENTS

350 SQ. FT. SPACE

. HOTEL

. 1 Space/4 Rooms

28

. OFFICE

. Long Term
. Short Term
. Carpool

17
20
15

52

. RETAIL

. Long Term
. Short Term
. Carpool

20
20
10

50

130 Spaces

*Additional parking provided in parking garage across the street.

CASE STUDIES

. TORONTO EATON CENTRE, TORONTO, CANADA, 1978⁷

Total 255,528 m²

. Office Commercial	54%
. Retail	21%
. Hotel	4%
. Parking	21%

. CALWER STRABE, STUTTGART, D, 1978⁸

Total 18,550 m²

. Office Commercial	23%
. Retail	30%
. Residential	12%
. Parking	22%
. Other	13%

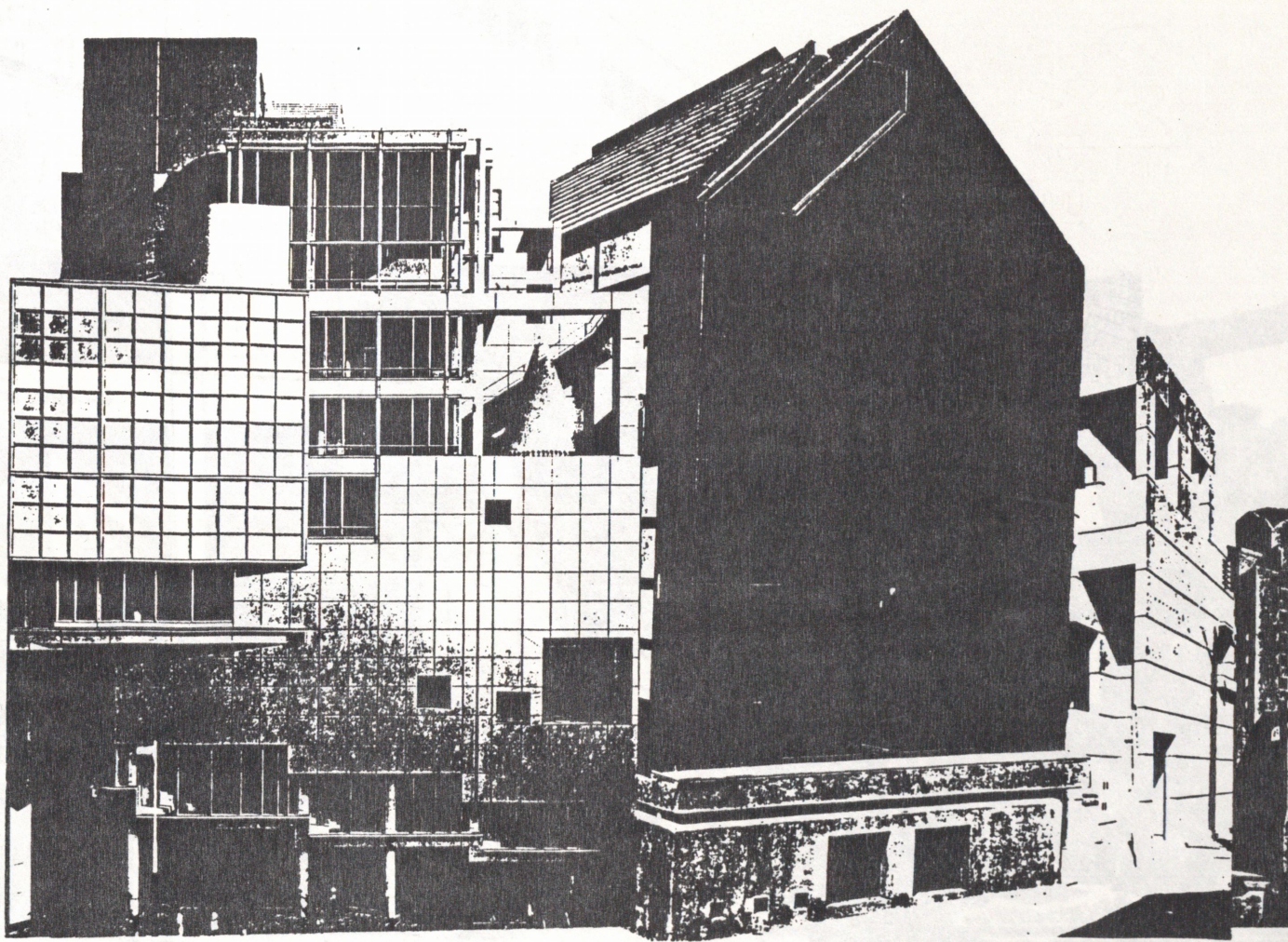
. CENTRE URBAIN MURAT, LAVAL, F, 1976⁹

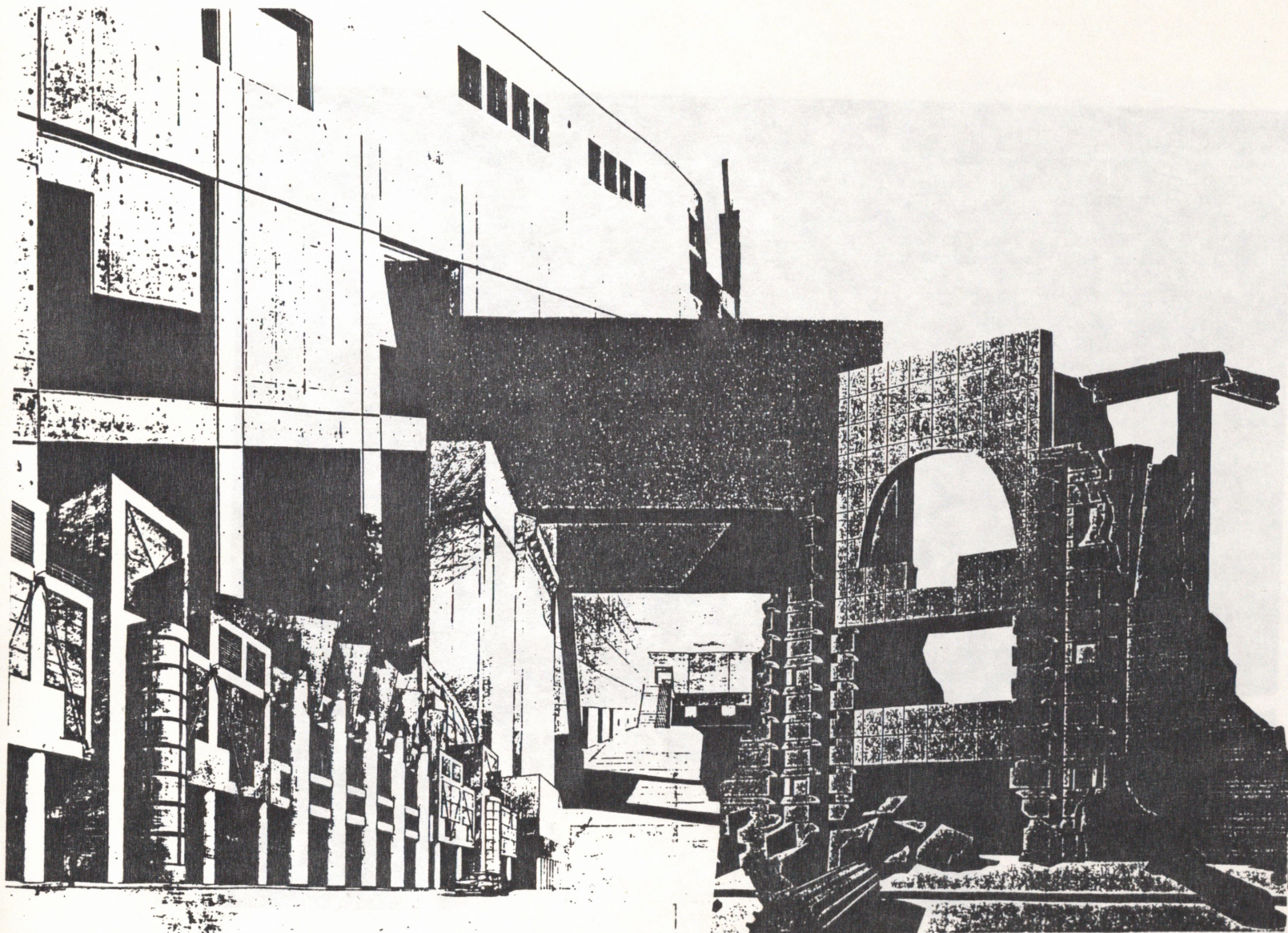
Total 25,195 m²

. Residential	52%
. Retail	11%
. Merchandise Mart	14%
. Office Commercial	23%
. Parking	650 spaces

CHARACTER

CHARACTER













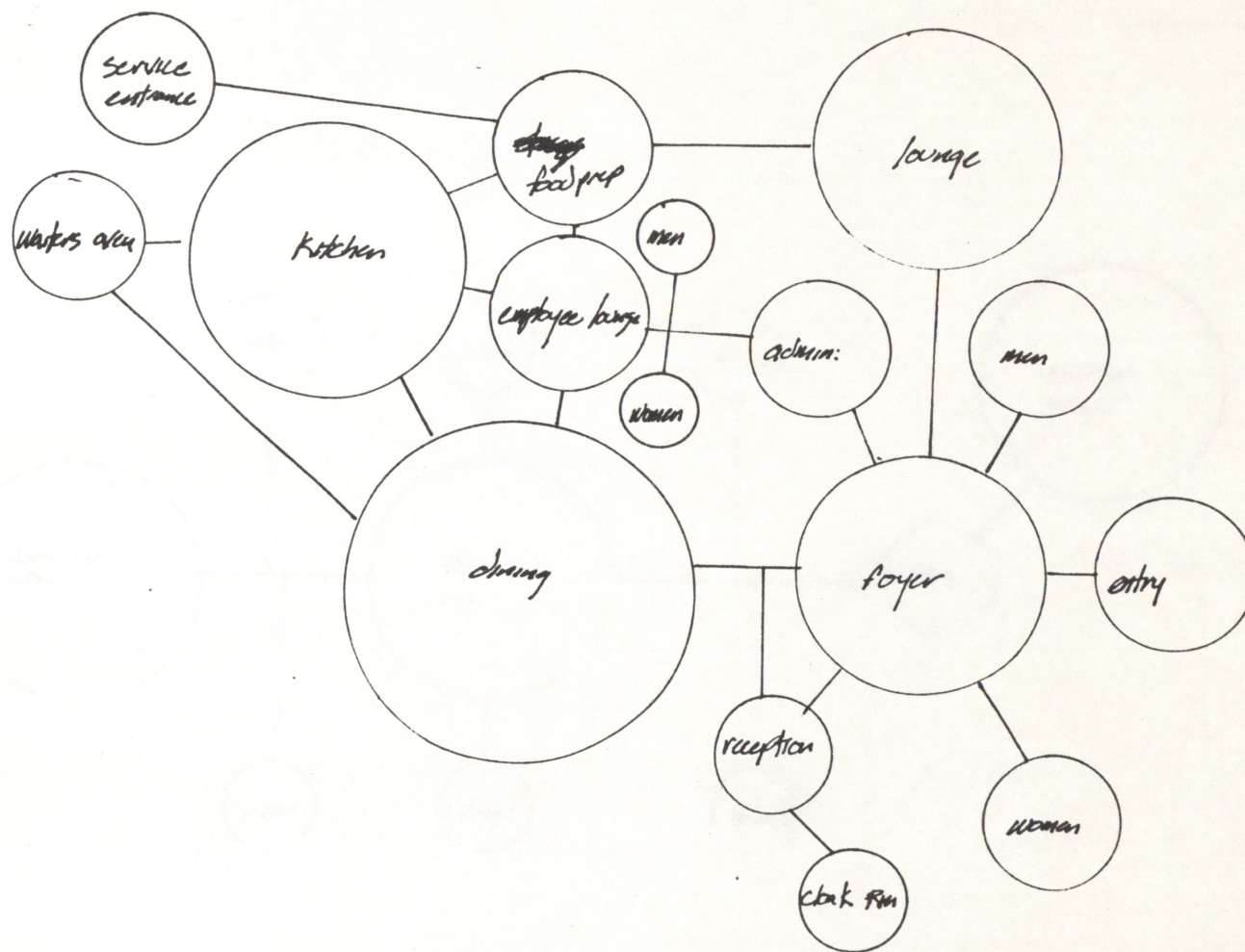




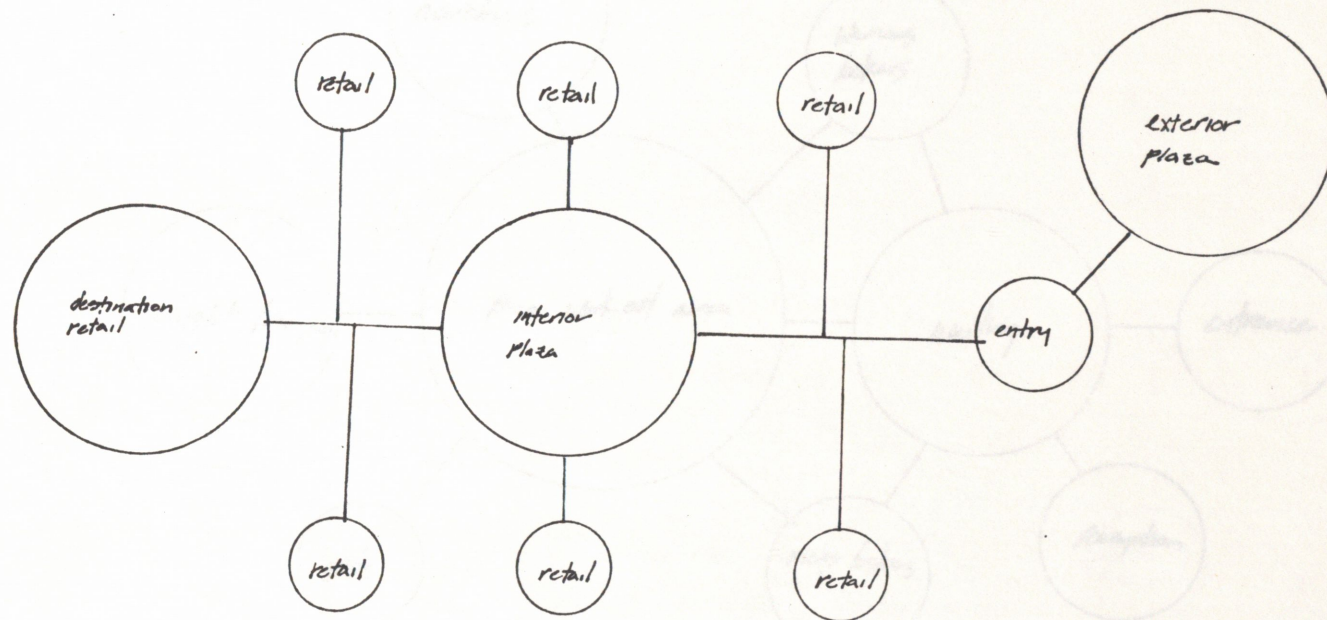
Preliminary Design



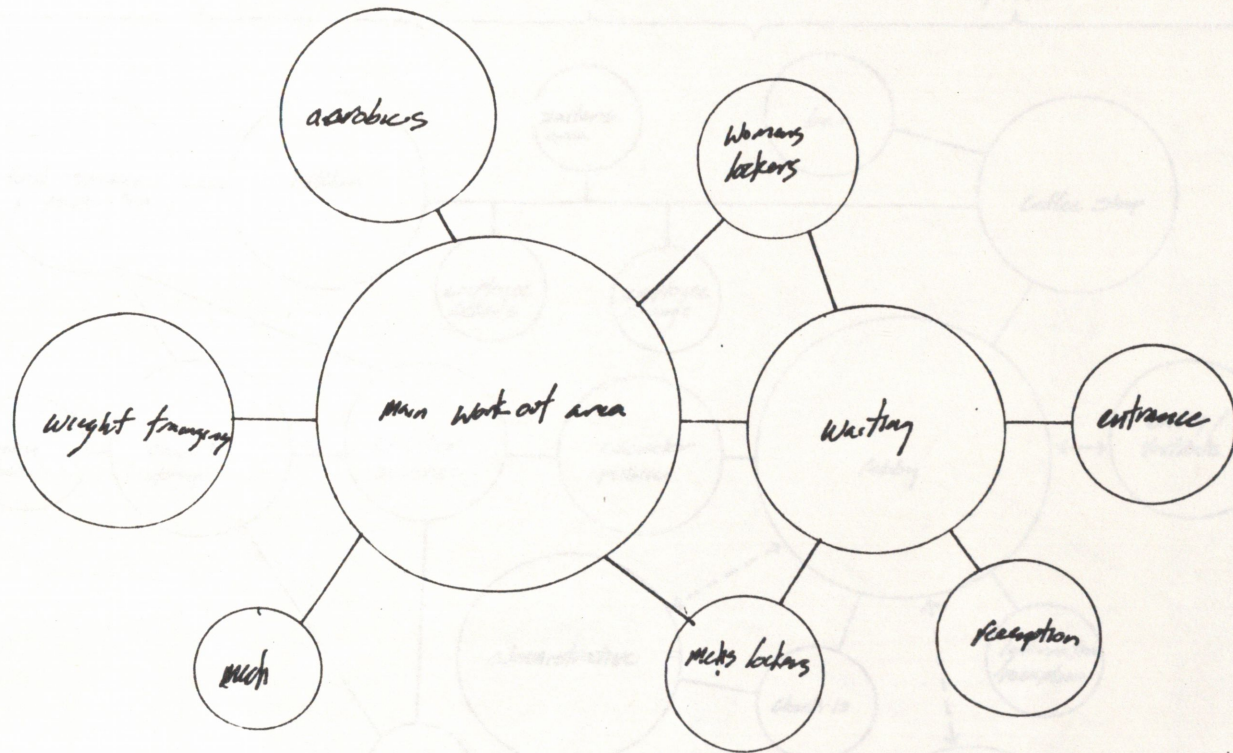
drawing



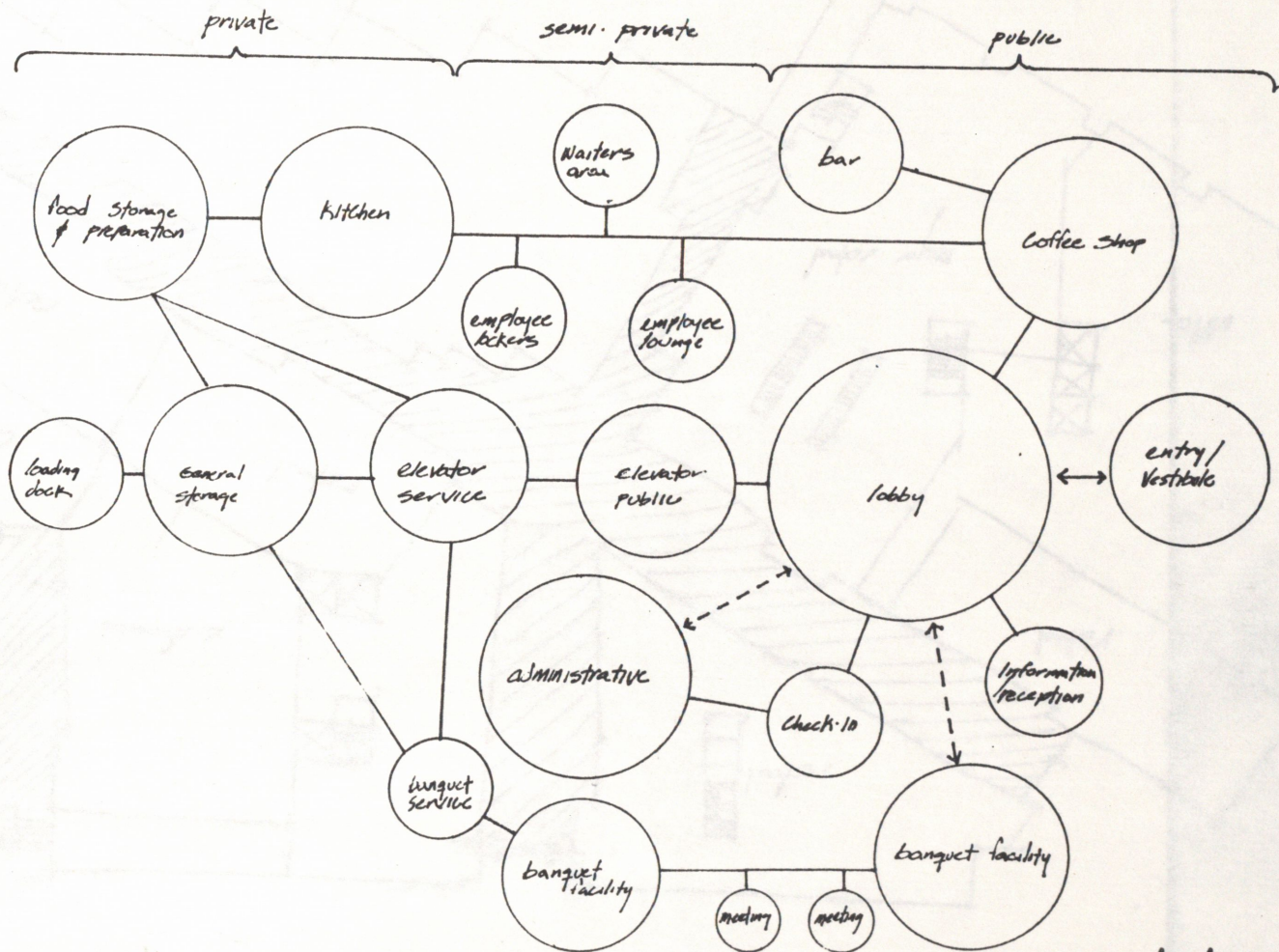
dining



retail



health club

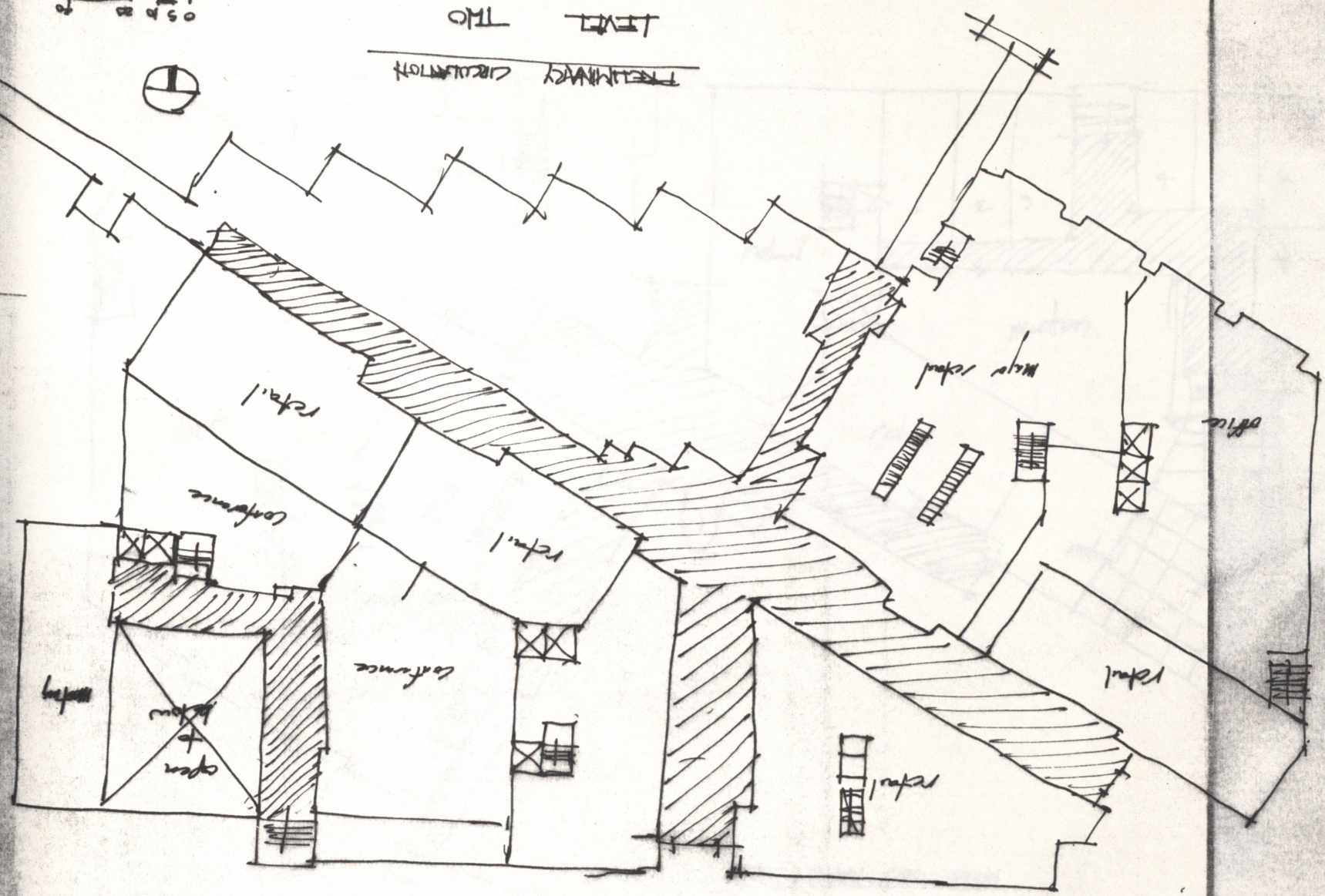


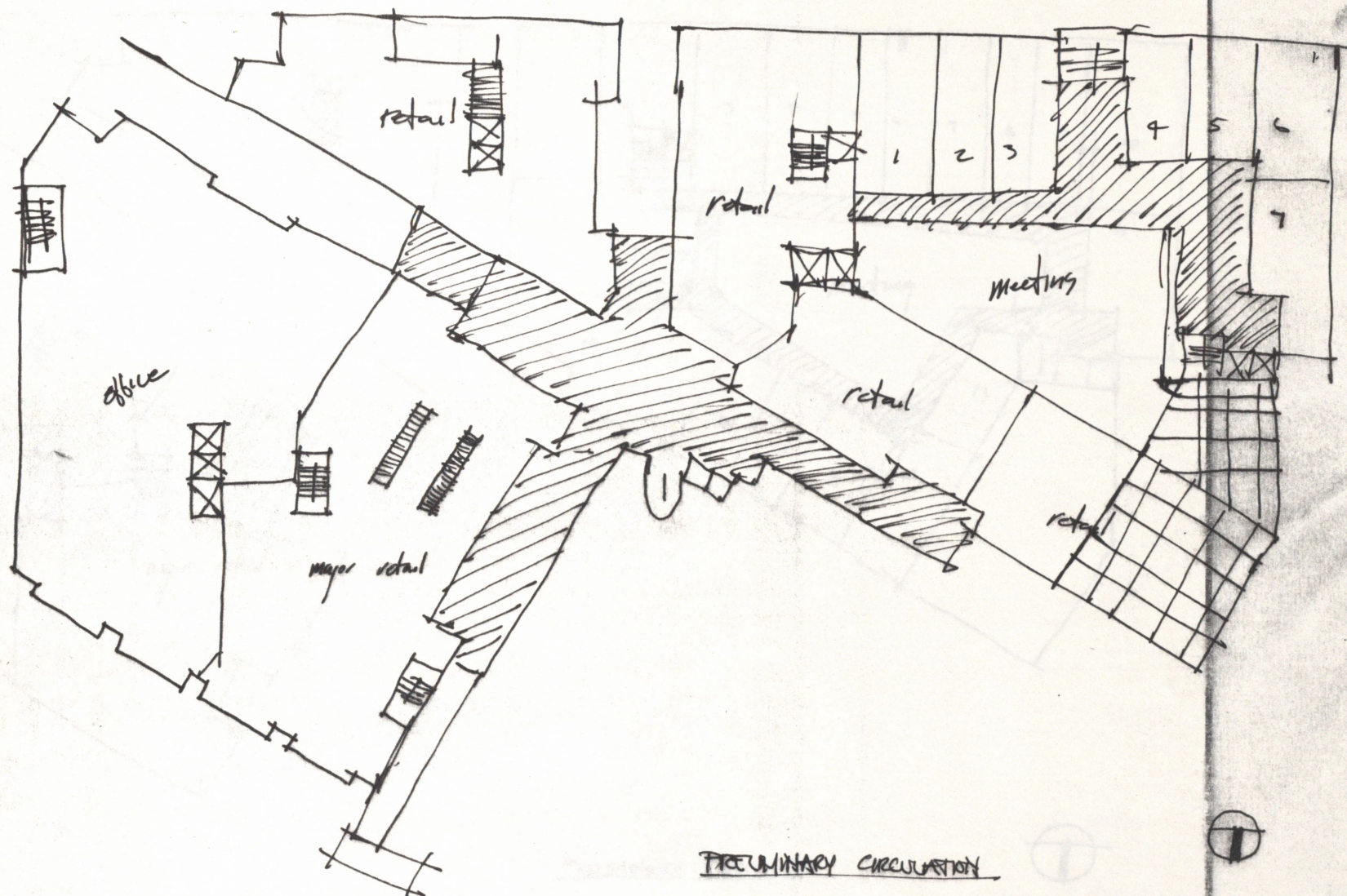
hotel

LEVEL TWO

PRELIMINARY CIRCULATION

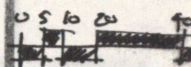
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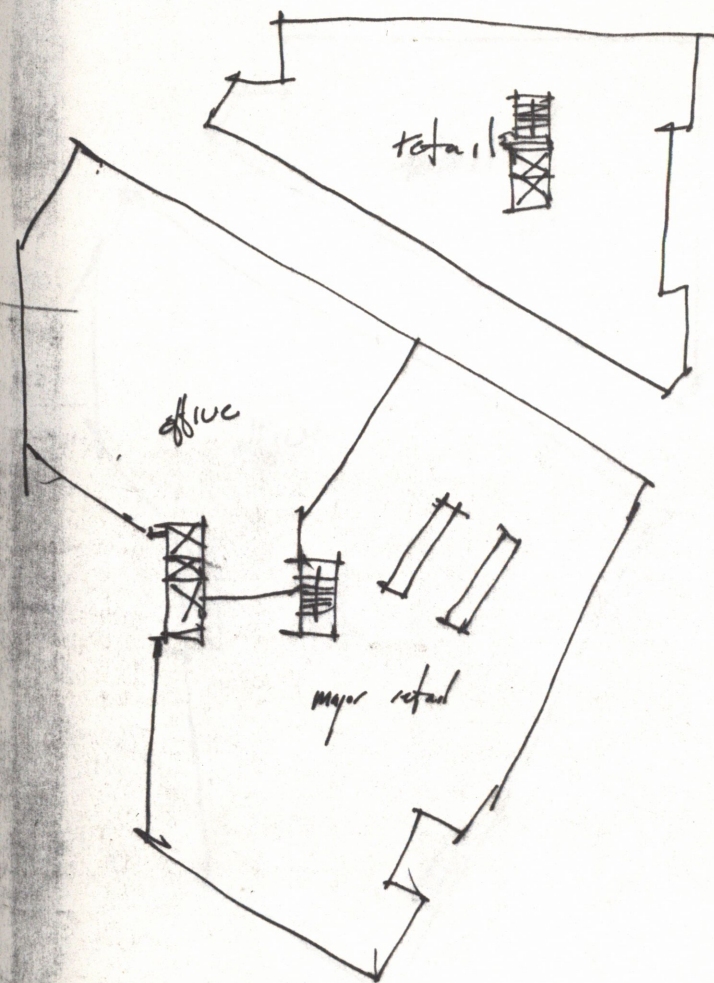
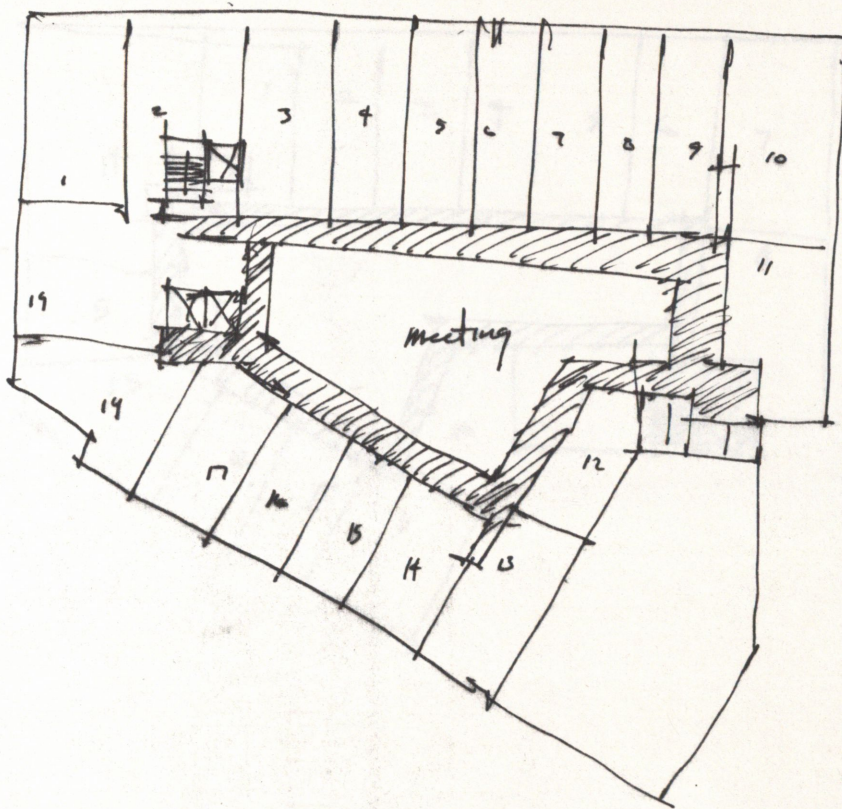




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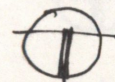
LEVEL 3

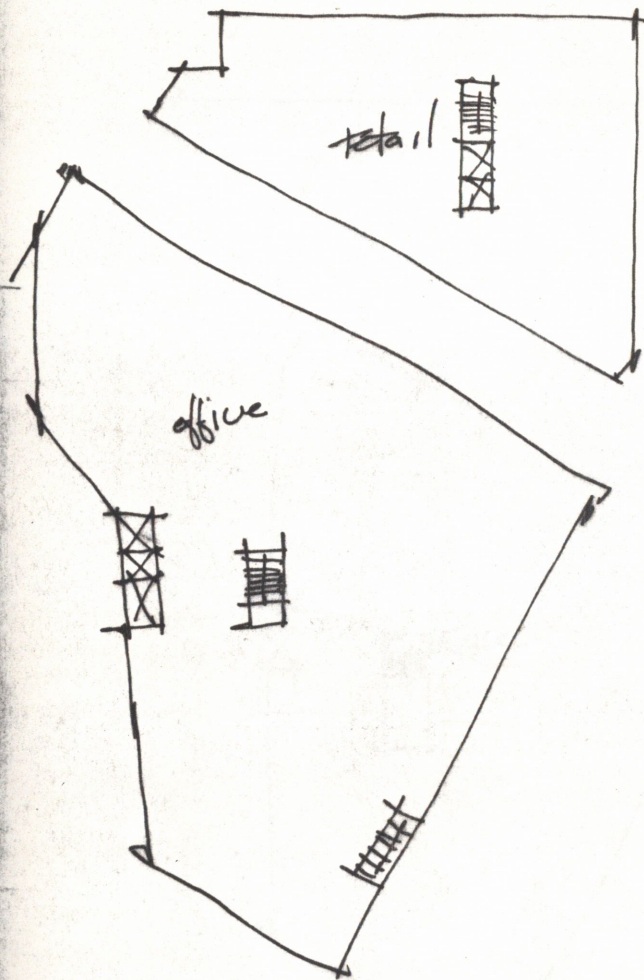
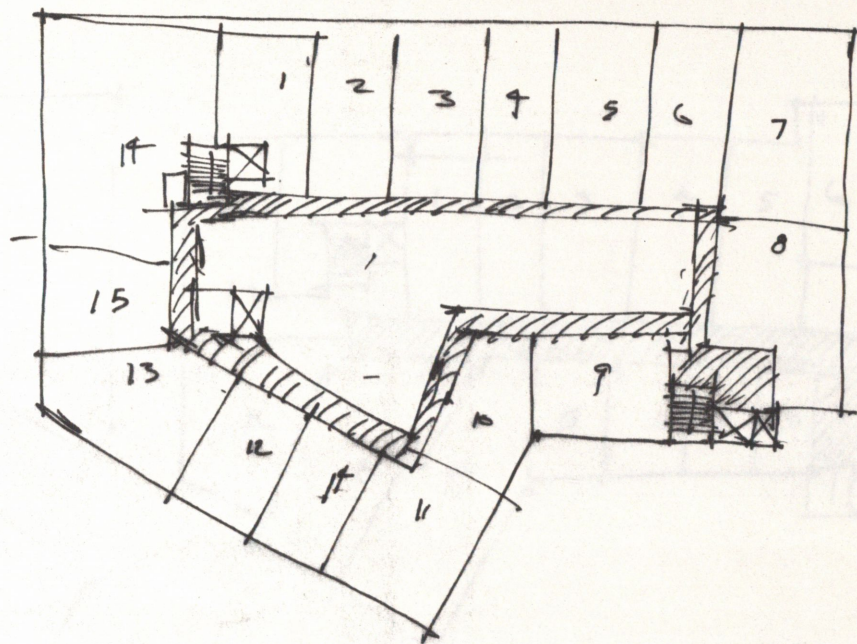




PRELIMINARY CIRCULATION

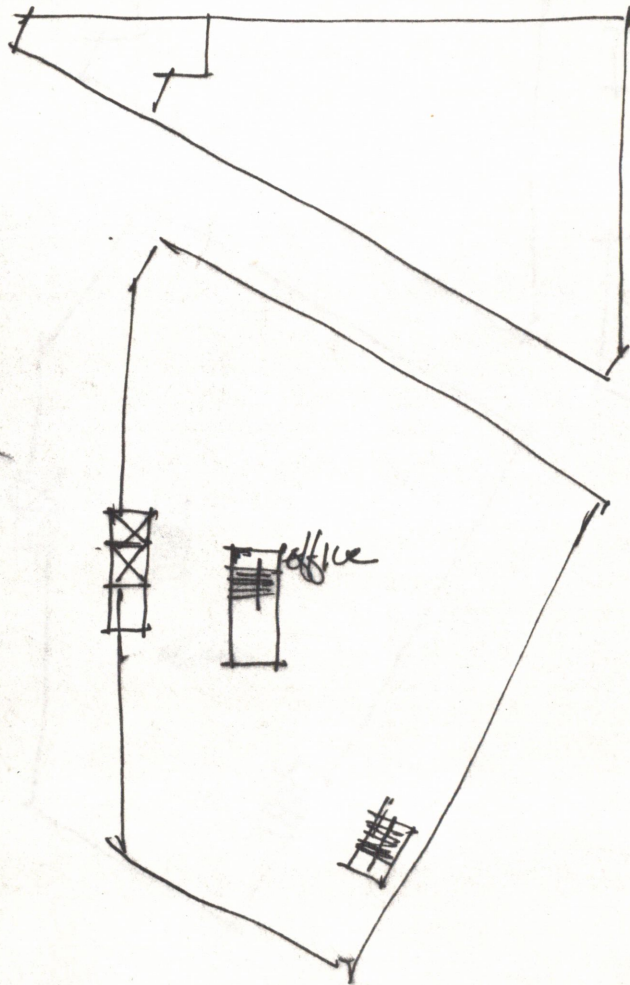
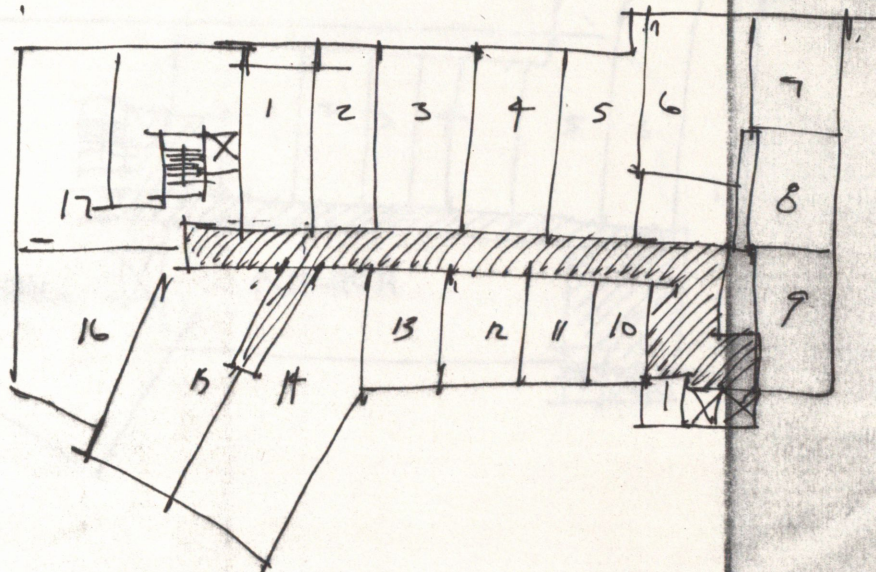
LEVEL ↑



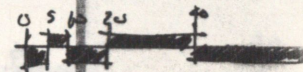


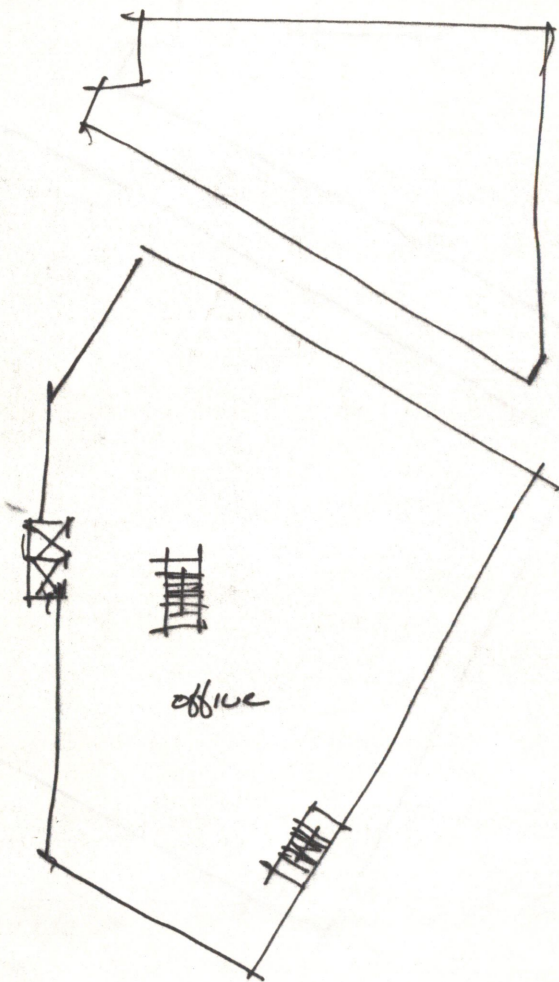
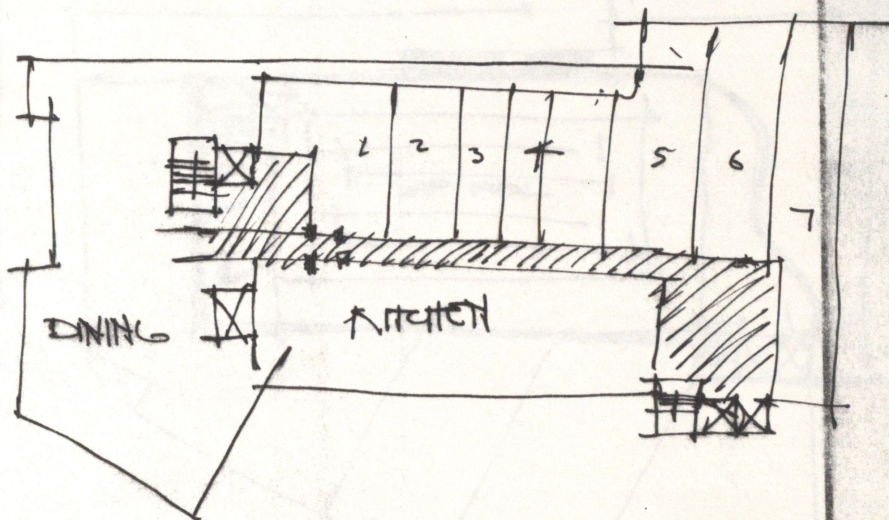
PRELIMINARY CIRCULATION
LEVEL 5





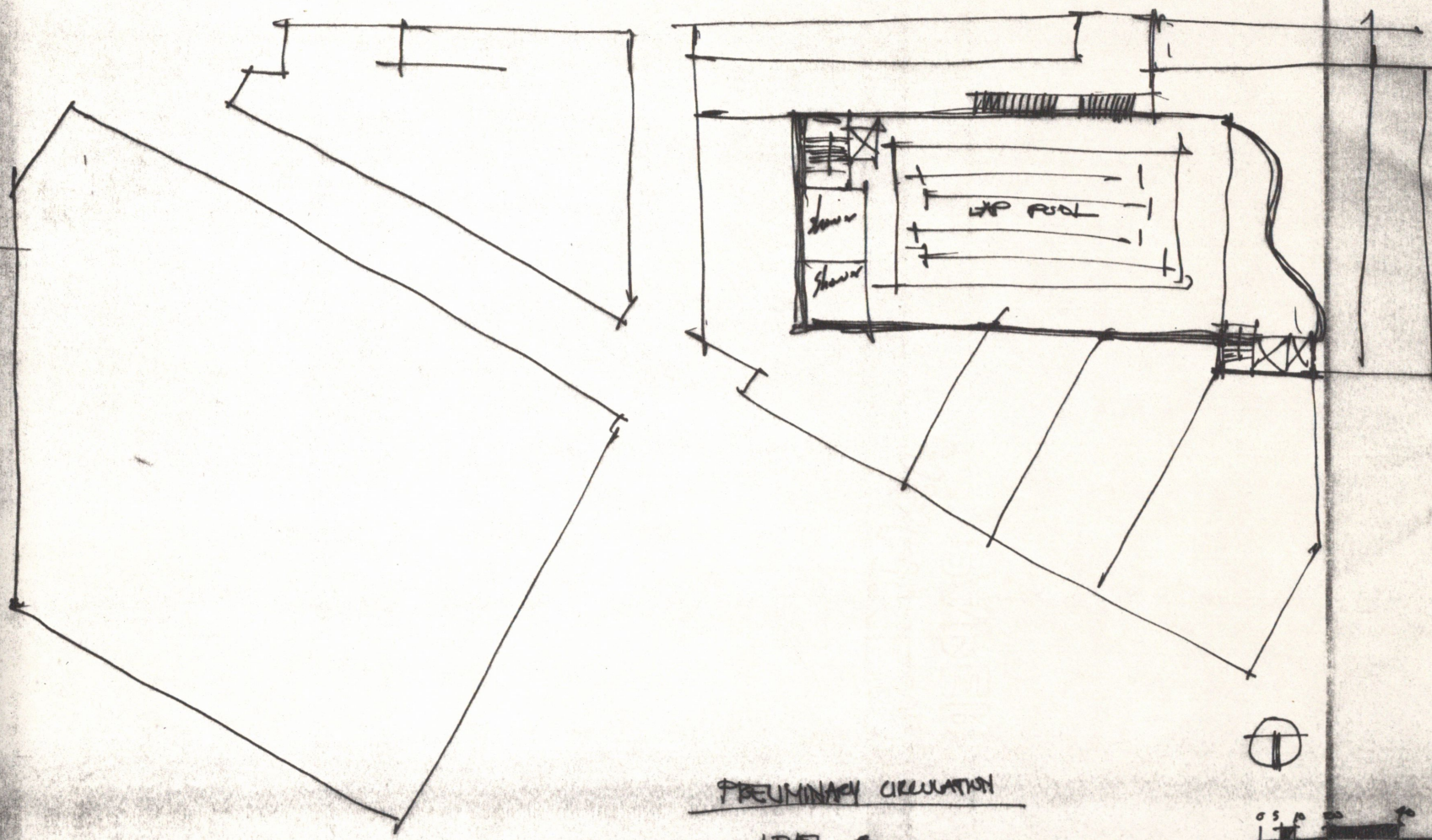
PRELIMINARY CIRCULATION
LEVEL 6





PRELIMINARY CIRCULATION
LEVEL DOWN





PRELIMINARY CIRCULATION
LEVEL 0



PARKING LOT

TREE

ALLEY

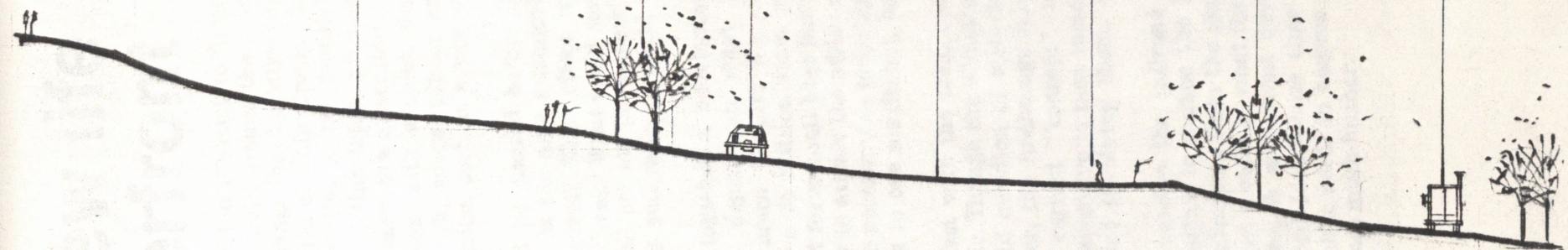
PARKING LOT

PEOPLE

TREES

2ND AVENUE

BUTTRISS



S . E . C . T . I . O . N . AA

PARKING LOT

PEOPLE

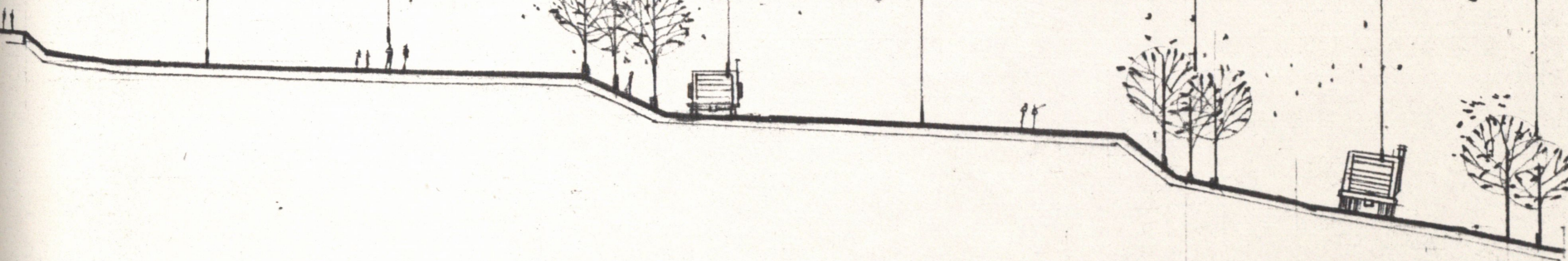
TREE . BIRD ALLEY

PARKING LOT

TREE

2ND AVENUE

BUTTRISS



S . E . C . T . I . O . N . BB

Bringing new life to the waterfront

Anchorage is a waterfront city, but it's easy to forget that because so little of the city is built around the inlet. Mayor Tony Knowles wants to change that by attracting a major development to the mouth of Ship Creek. The idea of bringing waterfront amenities to the mudflats has been around for a long time; this latest proposal sounds promising and certainly deserves a closer look.

The mayor envisions a complex with a small boat harbor, a cruise ship dock, a park, shops, offices and residences, and a citywide attraction, such as a museum or aquarium.

However, many hurdles must be cleared before the mayor's dream becomes reality. Is the area seismically able to handle such a development? What effect will filling in tideflats have on Ship Creek? What effect will be as the major attraction? And will private developers be interested in the terms the city and railroad could (or should) offer?

Assuming the city can put together a development package, public support will depend on what the development offers and how much it costs the city. Officials say they already have \$5 million from port revenue bonds and a state grant for a small boat harbor. That could work as seed money to attract the additional private investment that will be necessary — possibly as much as \$100 million according to one maximum, back-of-the-envelope estimate.

Mayor Knowles is moving fast with the idea, but he shouldn't rush it past the public. Though the administration began re-exploring the old question of waterfront development anew last summer, the Anchorage Assembly wasn't briefed on the current "concept" until Tuesday. Assembly members, sensitive to past incidents where Mayor Knowles delayed involving them, complained again.

The mayor now plans to involve the railroad and assembly in a steering committee to pursue the idea. That committee should have members from the general public, as well, and give citizens a voice in what the city does with the waterfront idea. A waterfront development at Ship Creek is a good idea whose time may finally have come, but the public needs to become more involved before the concept goes much further.

FOOTNOTES

1. Anchorage, Alaska, Anchorage CBD Comprehensive Development Plan, Municipality of Anchorage (1983), 1.21.
2. Ibid., 11.13.
3. Ibid., 11.31.
4. Ibid., 11.33.
5. Ibid., 1.21
6. Kevin Lynch, The Image of a City (Cambridge, Massachusetts: The M.I.T. Press, 1985), pp. 47-48.
7. Eberhard H. Zeidler, Multi-Use Architecture in the Urban Context (New York, New York: Van Nostrand Reinhold, 1985), p. 80.
8. Ibid., p. 84.
9. Ibid., p. 76.

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2. Kevin Lynch, The Image of a City, Cambridge, Massachusetts: The M.I.T. Press, June 1955.
3. Charles White, The Social Life of Small Urban Spaces.
4. Frederick H. Zeldler, Multi-Use Architecture in the Urban Context, New York, New York: Van Nostrand Reinhold Company Inc., 1985.
5. U.S. Department of Commerce, Local Climatological Summary, 1949.
6. Joseph De Chiara and John Hancock, eds., Time Saver Standards for Building Types, New York, New York: McGraw Hill Book Company, 1973.

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2. Kevin Lynch, The Image of a City, Cambridge, Massachusetts: The M.I.T. Press, June 1985.
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