Technical Memorandum #3: Alternative Development Process

Gambell Street Redevelopment and Implementation Plan

Date:	May 31, 2013	Project #:13489
To:	Paul Fuhs, Fairview Business Association	
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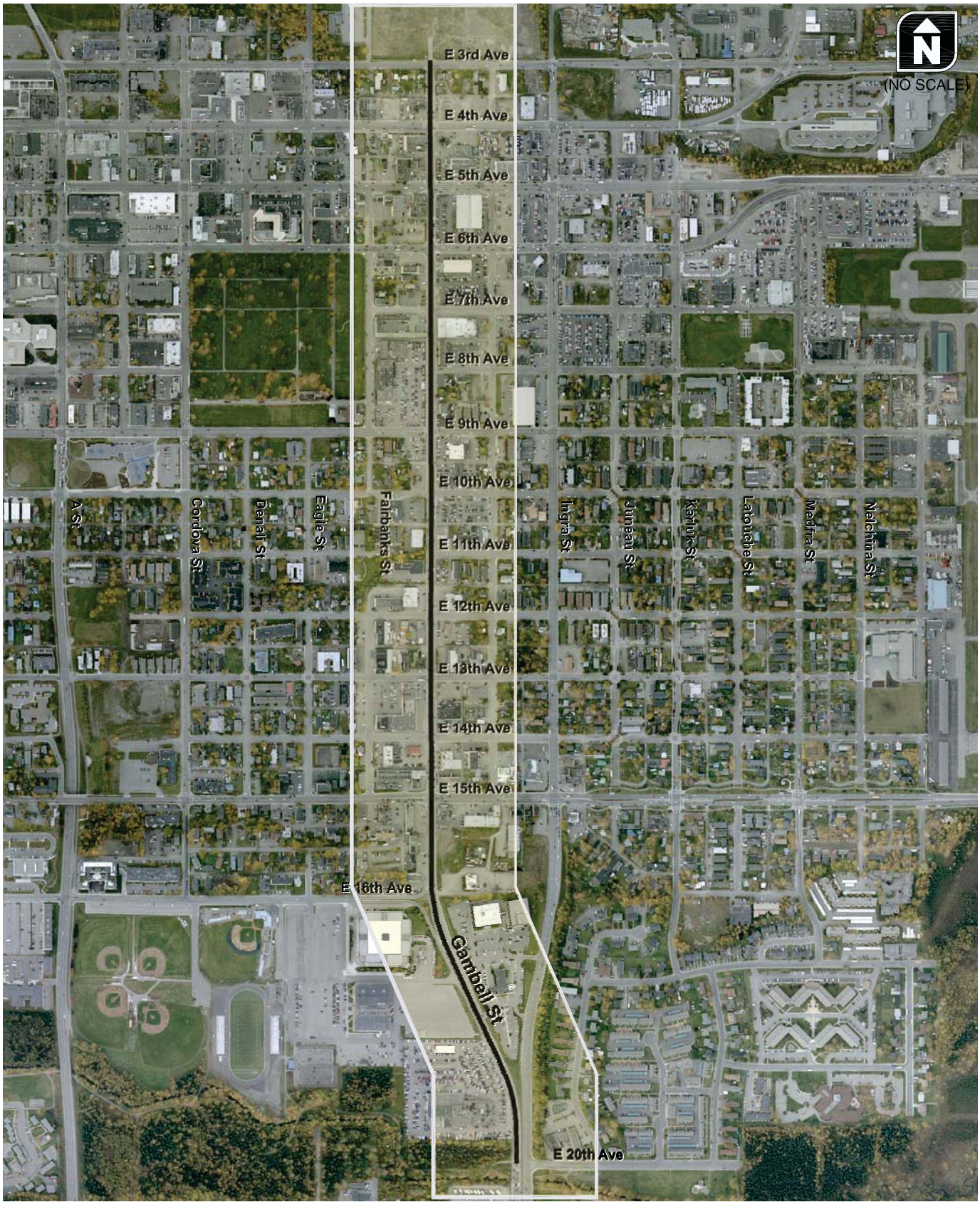
cc:	Project Management Team (PMT)	

This memorandum summarizes the alternatives development and evaluation process used on the Gambell Street corridor between 3rd Avenue and 20th Avenue, located within Anchorage, Alaska. Figure 1 illustrates the study corridor. The purpose of this memorandum is to document the initial alternatives, evaluation process, and selection of the most promising alternatives from the 3-day Charette held on May 21st – 23rd, 2013. The memorandum is divided in to the following sections:

Using the ideas and input gathered from numerous stakeholders, public participants, and agency staff at the 3-day Charette, the project team developed initial alternatives for corridor, streetscape, and aesthetic treatments. Each of these alternatives was evaluated based on input from the stakeholders, public participants, and agency staff and a high-level application of the project evaluation criteria to assess how well they meet the goals and objectives of the project. These initial alternatives were further refined and presented to the stakeholders, public participants, and agency staff on Day 3 of the Charette to identify the most promising alternatives that should be carried forward for further investigation.

The analyses and findings will be used to develop the Gambell Street Redevelopment and Implementation Plan. The ultimate plan will include: 1) a redevelopment plan that identifies and evaluates potential improvements to Gambell Street from 3rd Avenue to 20th Avenue; and 2) an implementation plan that identifies the preferred improvements and strategies, cost estimates, recommended phasing, recommended future actions/studies, funding mechanisms, and the adoption



Legend

- STUDY CORRIDOR
- STUDY AREA

Study Corridor
Gambell Street - 3rd Avenue to 20th Avenue

gambellstreet REDEVELOPMENT

Figure 1

process. The improvements are intended to improve the efficiency, appearance, and business/ pedestrian friendliness of the corridor in both the short- and long-term. The draft plan is scheduled to be completed in June 2013 with the final plan being completed and accepted by the FBA Board in July 2013.

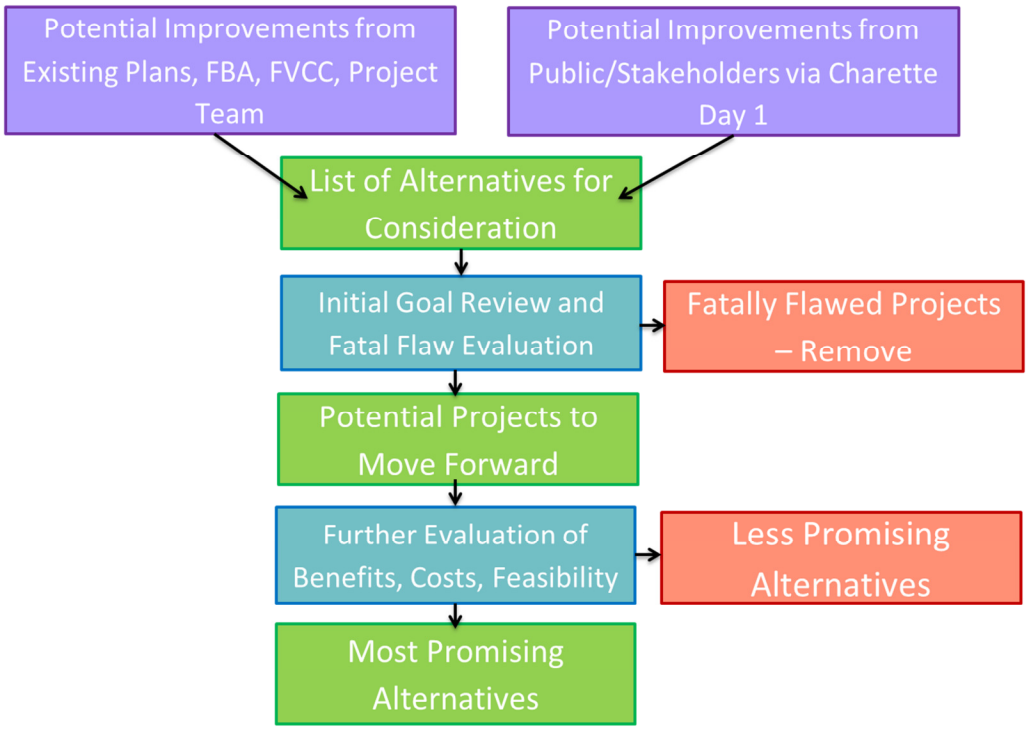
ALTERNATIVES DEVELOPMENT PROCESS

The process used to develop and evaluate alternatives for the corridor is shown in Exhibit 1. As shown in the exhibit, potential improvements for the corridor were developed from two sources:

1. **Existing Plans, Fairview Business Association (FBA), Fairview Community Council (FVCC), and Project Team**: the project team developed initial alternatives from existing plans and input from members of the PMT.
2. **Potential Improvements from the Public/Stakeholders via Charette Day 1**: alternative development sessions held on the first day of the Charette provided the opportunity for attendees to suggest additional alternatives for consideration.

The alternatives for the corridor were evaluated and refined throughout the 3-day Charette. Initially, a goal review and fatal flaw evaluation was performed to remove any alternatives that were inconsistent with the project vision or with significant impediments. Throughout the Charette further evaluations of the alternatives were performed to identify the most promising alternatives to carry forward in to the next stage of the project.

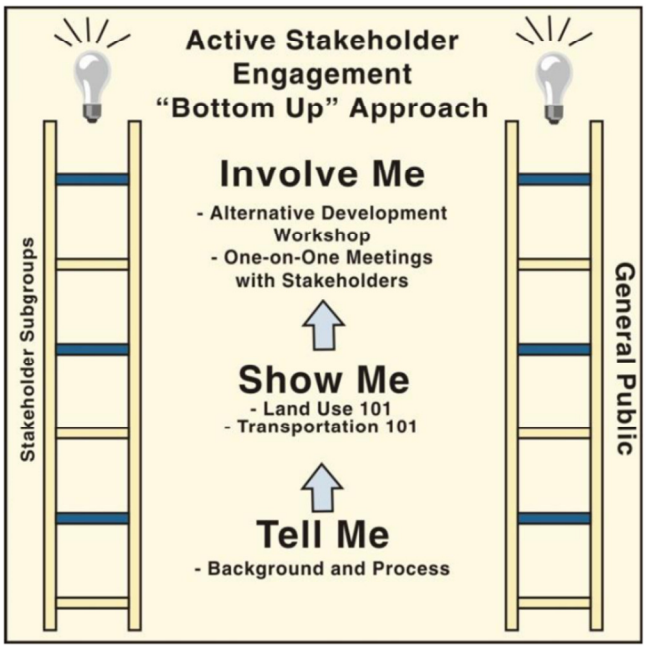
Exhibit 1: Alternative Development and Evaluation Process



3-DAY PROJECT CHARETTE

The Project Charette included three-days of meetings with the PMT, FBA, FVCC, business owners, residents, and other stakeholders. The Charette was held at the Fairview Community Recreation Center in order to provide a convenient location close to the corridor. In all, approximately forty-people attended at least some portion of the Charette and provided their feedback. The intent of the Charette was to utilize a "bottom-up" approach (illustrated in Exhibit 2) to engage stakeholders and develop alternatives that effectively address the community's vision for the corridor.

Exhibit 2: "Bottom Up" Approach Applied to Project Charette



The meetings held throughout the Charette are further described below. The PowerPoint presentations used during the Charette are available on the project website at www.gambellstreet.com. A full schedule of the Charette is provided in Appendix A. Attendance sheets from the week are provided in Appendix B.

Day 1 Activities (May 21)

- **PMT Coordination Meeting #1 –** reviewed existing and future conditions and provided an overview of the Project Charette and PMT involvement.
- **Public Charette Kick-Off –** described the purpose of the project, reviewed the existing and future conditions, and provided an overview of the Project Charette. An image from the meeting is provided in Exhibit 3.
- **Alternative Development Session #1/#2 –** presented the initial alternatives under consideration and utilized an interactive workshop format to develop additional alternatives for the corridor, streetscape, and aesthetics elements of the project.

Exhibit 3: Public Charette Kick-Off Meeting Attendees

Day 2 Activities (May 22)

- **Fairview Business Association (FBA) Meeting –** focused meeting with the FBA to present the initial alternatives under consideration for the corridor and develop additional alternatives from members of the FBA.
- **Gambell Street/15th Avenue Focus Meeting –** focused meeting on alternatives specific to the area around Gambell Street/15th Avenue, including a potential new parking garage, intersection improvements at Gambell Street/15th Avenue, an underpass at 15th Avenue, and the converting of Gambell Street from 4 to 3 lanes.
- **Fairview Community Council (FVCC) Meeting –** focused meeting with the FVCC to present the initial alternatives under consideration for the corridor and develop additional alternatives from members of the FVCC.

Day 3 Activities (May 23)

- **PMT Coffee Session –** provided recap of Day #1 and Day #2 activities, reviewed feedback received on alternatives, and discussed implementation plan.
- **Identification of Most Promising Alternatives Workshop –** presented initial categorization of alternatives in to 1) alternatives recommended for further review, 2) alternatives under consideration for further review, and 3) alternatives NOT recommended for further review and provided opportunity for participants to provide their feedback via group discussion and written comments in order to select the most promising alternatives to move forward.

The Alternative Development Sessions and Identification of Most Promising Alternatives Workshop utilized images and interactive tools, such as the cross-section tool shown in Exhibit 4, to engage participants. Feedback forms, like that provided in Appendix C, were used to gather input and provide a quantifiable means of assessing public support for the alternatives under consideration. As additional

alternatives were suggested during the workshops, they were incorporated in to the forms and materials.

Exhibit 4: Interactive Cross-Section Visualization Tool

DEVELOPMENT AND EVALUATION OF INITIAL ALTERNATIVES

This section describes the alternatives developed and reviewed for Gambell Street, and provides a summary of the feedback received on Days 1 and 2 of the Charette. In order to help organize and focus the alternative development process, alternatives were split in to three categories for discussion:

- **Corridor Improvements** that address operations and safety of the corridor for the different modes;
- **Streetscape Options** that alter the cross-section of the corridor within the existing right-of-way; and
- **Aesthetic Treatments** that improve the appearance of the corridor.

An initial set of alternatives was developed before the start of the Charette from a review of existing plans and improvements developed by the FBA, FVCC, and PMT (as shown in Exhibit 1). Comment sheets listing the alternatives were provided at each of the sessions on Day 1 and 2 for participants to rank the alternatives and check whether they liked, maybe liked, or disliked the concept. These comment sheets were expanded throughout Day 1 and 2 to include additional alternatives identified by attendees. The comment sheets with the total votes noted are provided in Appendix C. Copies of all the comment sheets received from participants during Days 1 and 2 are provided in Appendix D. A list of all the written comments received on the worksheets is consolidated in a single table in Appendix E. The alternatives in each category are discussed below and the evaluation results provided.

CORRIDOR IMPROVEMENTS

The project team presented eight initial corridor improvements in the first Alternative Development Session, which were added based on input from attendees at the Day 1 and 2 meetings. The corridor alternatives were evaluated at each of the two Alternative Development Sessions on Day 1 and at the

FBA and FVCC meetings on Day 2 using the feedback form provided in Appendix C. The feedback received on each alternative is summarized in Table 1.

Table 1: Summary Table of Corridor Improvements and Initial Evaluation

Alternative	Description	Total Comments		
		Like	Maybe	Dislike
C0*	Reducing the number of travel lanes from 4 to 3 lanes with turn lanes at key intersections	12	6	0
C1	Signal progression at 35 miles per hour	20	4	0
C2	Turn lanes at 9th, 13th, and 15th	13	8	5
C3	Gambell Street underpass at 15th Avenue	3	10	12
C4	Gambell Parking Structure at 16th Avenue with connections to sports complex	18	4	1
C5	Street dead-ending onto Gambell at 8th, 11th, 12th, and/or 14th Avenues	6	13	5
C6	Shared right-of-way with businesses	13	8	2
C7	Snow removal strategies for roadway and sidewalks	23	0	1
C8A	Enhanced pedestrian crossings	15	2	0
C8B	Mid-block pedestrian crossings	2	5	10
C8CI*	Pedestrian signals/flashers	12	4	2
C8CII*	Pedestrian-only phase (scramble)	1	9	8
C8CIII*	Pedestrian countdown signals	12	5	1
C8D*	Pedestrian overpass	6	5	6
C9*	Add on-street parking	5	0	1
C10*	Establish Hyder as a primary SB route	9	1	1

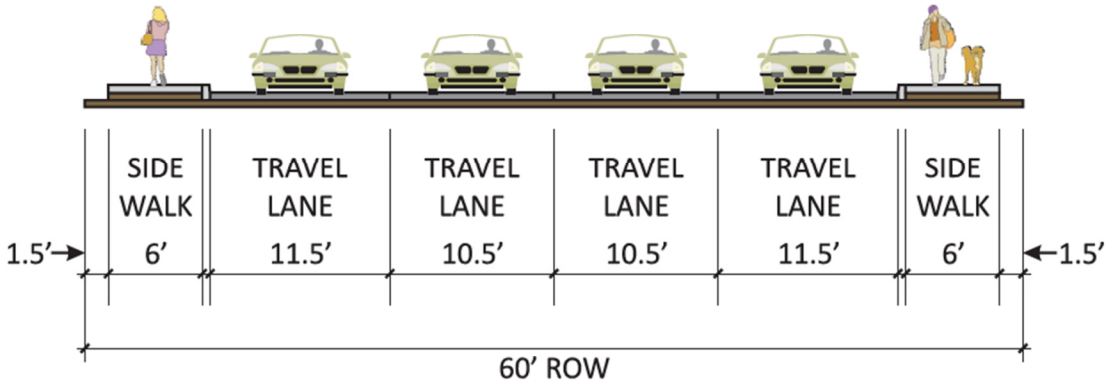
*Shading denotes alternatives suggested by attendees at the Charette

As seen in the table above, the most significant positive feedback was received for constructing a parking structure at 16th Avenue, snow removal strategies, and enhanced pedestrian crossings. Creating an underpass at 15th Avenue, mid-block pedestrian crossings, and pedestrian-only phases were the least favored options.

STREETSCAPE OPTIONS

The streetscape options include alternative cross-sections for Gambell Street. The current cross-section is shown in Exhibit 5.

Exhibit 5: Existing Cross-Section



Gambell Street has a 60' right of way that is constrained by businesses and parking lots to both the east and west. The PMT developed two cross-section alternatives before the Project Charette. Participants were encouraged to suggest additional cross-sections which resulted in eight unique cross-sections being developed throughout the course of Day 1 and 2 of the Charette for further consideration. General themes heard through the Charette related to streetscape include:

- Concerns with adding a bike lane – Gambell Street is a major arterial and used for freight travel and therefore a bike lane may not be appropriate. In addition, Gambell Street is not part of the bicycle network recommended in the *Anchorage Bicycle Plan.*
- Desire to have an area for snow storage – the impact of snow on vehicle and pedestrian operations was a widely voiced concern and therefore having an area to store snow during the winter is a priority. It is also important to keep the curbside of the sidewalk clear and locate lighting or landscaping on the outside edges so as not to inhibit the removal of snow.
- Potential for landscaping to be done outside the public right of way – while landscaping could be incorporated in the public right of way, it was also suggested that businesses be encouraged to develop landscaping along their frontages. Providing landscaping and other aesthetic treatments on the corridor is a priority.
- Consideration for potential future character of Gambell Street – Gambell Street may ultimately be a two-way roadway in the future following the completion of the Seward Highway to Glenn Highway Connection Project. Therefore, the preferred cross-section should be able to accommodate future changes to the roadway.

The corridor cross-section options and feedback received are summarized in Table 2. The feedback form used during the Charette, which includes images of each cross-section, is provided in Appendix C.

Table 2: Summary Table of Streetscape Improvements and Initial Evaluation

Alternative	Description	Total Comments		
		Like	Maybe	Dislike
Existing	Existing Cross Section - 6' sidewalks and four travel lanes (two at 11.5' and two at 10.5')	2	1	12
S1A	9' sidewalks, 5' bike lane (one side only), three 11' travel lanes	9	3	4
S1B	6' sidewalk, 9' sidewalk, buffered 8' bike lane, three 11' travel lanes	12	2	3
S1C*	6' sidewalks, 5' bike lane (one side only), 6' landscape buffer (one side only), three travel lanes (two at 11' and one at 12')	5	2	2
S1D*	6' sidewalks, 5' snow storages, 3 travel lanes (two at 12' and one at 11')	6	5	5
S1E*	8' sidewalks, 5' snow storages, three 11' travel lanes	7	6	3
S1F*	5' landscape buffers, 6' sidewalks, , three 11' travel lanes	1	4	5
S1G*	7' sidewalks, 4' landscape buffers, 7' parking lanes, two 12' travel lanes	7	3	4
S1H*	8' sidewalks, 5' bike lane (one side only), three travel lanes (two at 11' and one at 12')	3	2	4
S1I*	10' sidewalk, 6' sidewalk, 7' parking lane (one side only),three 11' travel lanes	2	3	4
S1J*	5' sidewalk, 4' landscape buffer, three travel lanes (two at 10.5' and one at 11'), 5' bike lane (one side only), 8' parking, 6' sidewalk,	4	2	3

*Shading denotes alternatives suggested by attendees at the Charette

AESTHETICS TREATMENTS

The aesthetic treatment options include:

- Undergrounding utilities
- Illumination
- Banners
- Landscaping
- Gateway treatments
- Paving materials

The PMT developed feedback forms illustrating a variety of aesthetic treatments for illumination, landscaping, banners, gateway treatments, and paving materials. The corridor cross-section options and feedback received are summarized in Table 3. The feedback forms and resulting votes for each option are provided in Appendix C. Overall, there was strong support for undergrounding utilities to improve the pedestrian conditions and safety of the corridor. In addition, there was support for using aesthetically appealing lighting; incorporating banners, landscaping, and gateway treatments in to the corridor; and using colored paving materials at crosswalk locations.

Table 3: Summary Table of Streetscape Improvements and Initial Evaluation

Alternative	Description	Total Comments		
		Like	Maybe	Dislike
GATEWAY OPTIONS				
AG1	Low-key corner gateway.	5	6	10
AG2	Downtown, large-scale gateway.	2	6	12
AG3	Modern artsy gateway.	5	7	8
AG4	Grand overhead gateway.	7	6	9
AG5	Subtle, artistic gateway.	7	8	3
AG6	Artistic and unique gateway	14	4	4
AG7*	Two pillars gateway.	4	6	8
ILLUMINATION OPTIONS				
AI1	Keep existing light standards where possible and add lower pedestrian lights.	13	4	5
AI2	Add street-scale lights and the ability to string holiday lights to them.	13	6	3
AI3	Traditional cobra head luminaire.	3	5	13
AI4	Blend of modern and traditional street-scale light.	10	8	5
AI5	High intensity street light standards vs. street-scale lights.	6	7	7
AI6*	Modern, common ornamental light used in Anchorage.			
BANNER OPTIONS				
AB1	Banners that advertise nearby businesses with a style consistent with Gambell Street.	11	0	2
AB2	Art attached to light of utility pole ("Sponsored" by adjacent buildings).Flower baskets could be used.	9	2	2
AB3	Seasonal banners or banners promoting events.	7	4	2

Alternative	Description	Total Comments		
		Like	Maybe	Dislike
LANDSCAPING OPTIONS				
AL1	Include materials like rock, gravel, and a variety of plant sizes/types.	9	7	4
AL2	Raised planters, perhaps portable.	4	10	8
AL3	Protect plantings with fencing that reflects "theme" selected for Gambell Street.	4	6	10
AL4	Low, simple plants integrated into sidewalk and paving.	15	5	3
AL5	Separate sidewalk from street with landscaping.	13	4	2
AL6	Tree grates integrated into sidewalk paving patterns.	4	10	6
AL7*	Plant perennials and use for snow storage.			
AL8*	Hardscape with small trees and retaining wall in Anchorage.			
PAVEMENT OPTIONS				
AP1	Use of different paving materials—labor intensive and expensive.	9	7	5
AP2	Use a mix of paving shapes, colors for interest with less expensive concrete.	15	1	4
AP3	Modular concrete pavers come in different shapes and colors.	6	7	7
AP4	A way to break up expanses of sidewalk.	15	3	3
AP5	Integrate paving with planting.	9	9	3
AP6	Stamped colored concrete paving at crosswalk to increase visibility.	17	2	2
AP7*	Concrete sidewalk with curvilinear layout in Anchorage.			

*Shading denotes alternatives suggested by attendees at the Charette

SELECTION AND EVALUATION OF MOST PROMISING ALTERNATIVES

The feedback received during Days 1 and 2 of the Charette was used to categorize the alternatives in to:

1. Alternatives Recommended for Further Review (green)
2. Alternatives Under Consideration for Further Review (yellow)
3. Alternatives NOT Recommended for Further Review (red)

This categorization was reviewed by the PMT during the coffee session on Day 3 to identify any fatally flawed alternatives that were deemed infeasible and other options that could be considered. Alternatives identified by the PMT as being fatally flawed and any new options are addressed below.

Corridor Improvements - Although adding on-street parking and establishing Hyder as a primary southbound route were popular alternatives, the PMT noted the following fatal flaws with these two alternatives:

- Parallel parking degrades operations on Gambell Street, requires an alternative southbound route to supplement the capacity on Gambell Street, and is inconsistent with the desired roadway character. However, the parallel parking could be incorporated as a future option to transition Gambell Street from one-way to two-way as part of the Seward Highway to

Glenn Highway Connection project. More discussion on this item is presented with the Streetscape options.

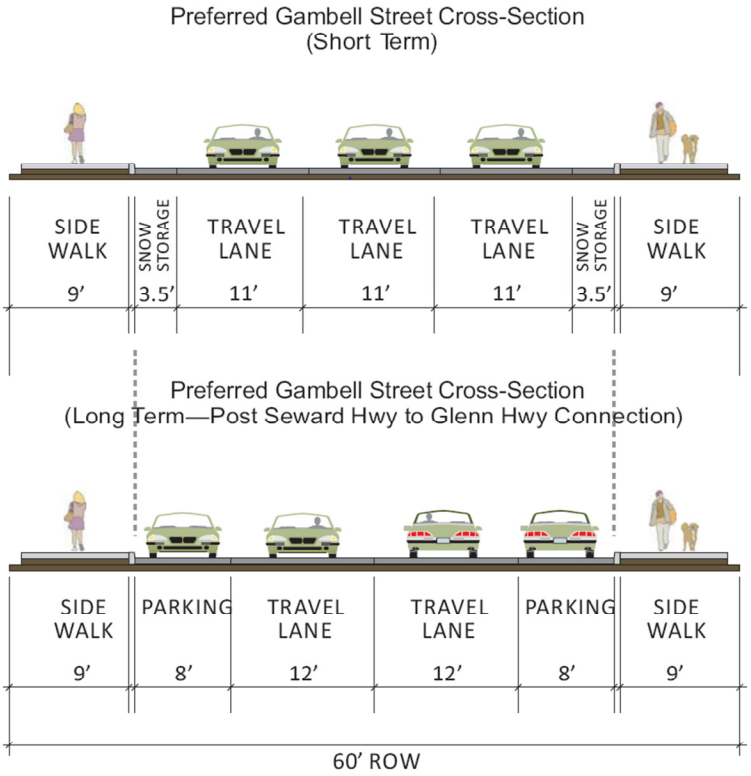
- Establishing Hyder as a primary southbound route is inconsistent with the Seward-Glenn Connection project and contemplated future parking structure project, and would be challenging to tie-in south of 15th Avenue.

Therefore, these alternatives were NOT recommended for further review.

Streetscape Options – All of the cross-section options with bike lanes were moved to either "Alternatives Under Consideration for Further Review" or "Alternatives NOT Recommended for Further Review." Bike facilities on Gambell Street are inconsistent with the Anchorage Bicycle Plan. Gambell Street is a major arterial and used for freight travel. Therefore, a bike lane may not be appropriate for this facility. In addition, Gambell Street is not part of the bicycle network recommended in the Anchorage Bicycle Plan. Parallel bike routes are identified to the east and west on 5th Avenue and 10th Avenue.

Additionally, a new cross-section, S1K was identified by the PMT based on the input from the Charette and is presented in Exhibit 6. Alternative S1K includes a short-term option for reallocating the space to include a three-lane section with a 3-foot shoulder for snow storage and wider, consistent 9-foot sidewalks on both sides of the corridor. The long-term option provides the opportunity to convert the area between the curbs (keeping the sidewalks in place) to a two-way street with on-street parking as part of or following the Seward-Glenn Connection project.

Exhibit 6: Cross-Section Alternative S1K



Aesthetic Treatments – The PMT identified the existing street lighting on 9th Avenue as another illumination option. Planting perennials and a hardscape option with small trees were identified for additional landscape options. For pavement options, a concrete sidewalk with curvilinear design option was identified based on existing locations of this treatment in Anchorage. These options were added to the alternatives list for evaluation.

The alternatives that were developed before the Day 3 evening workshop were evaluated by the project team and categorized in to the three categories of green, yellow, and red (described previously above). Comment sheets listing the alternatives, shown in Appendix F, were provided on Day 3 for participants to check whether they agreed or disagreed with current recommendations from the project team. Additional public comment was open from May 23 to May 30, 2013 for the public to submit additional comments to the project team. All of the comment sheets are included in Appendix G and were summarized. A list of all the written comments received on the worksheets is consolidated in a single table in Appendix H. The categorization of the alternatives presented on during the Identification of Most Promising Alternatives Workshop on Day 3 and the feedback received are summarized below.

CORRIDOR IMPROVEMENTS

Sixteen (16) Corridor Alternatives were evaluated by the Day 3 attendees. The feedback received on each alternative is summarized in Table 4. Further information on the alternatives is available in the Identification of Most Promising Alternatives Workshop presentation, available on www.gambellstreet.com.

Table 4: Most Promising "Corridor Improvements" Alternatives

Alternative	Description	Total Comments		
		Agree	Disagree	% Favor Further Review
C0	Reducing the number of travel lanes from 4 to 3 lanes with turn lanes at key intersections	12	0	100%
C1	Signal progression at 35 miles per hour	11	1	92%
C2	Turn lanes at 9th, 13th, and 15th	11	0	100%
C4	Gambell Parking Structure at 16th Avenue with connections to sports complex	10	1	91%
C6	Shared right-of-way with businesses	10	0	100%
C7	Snow removal strategies for roadway and sidewalks	12	0	100%
C8A	Enhanced pedestrian crossings	12	0	100%
C8CI	Pedestrian signals/flashers	11	1	92%
C8CIII	Pedestrian countdown signals	11	0	100%
C5	Street dead-ending onto Gambell at 8th, 11th, 12th, and/or 14th Avenues	5 for green	5 for red	50%
C8D	Pedestrian overpass	5 for green	7 for red	42%
C3	Gambell Street underpass at 15th Avenue	8	0	0%
C8B	Mid-block pedestrian crossings	9	2	18%
C8CII	Pedestrian-only phase (scramble)	9	0	0%

Alternative	Description	Total Comments		
		Agree	Disagree	% Favor Further Review
C9	Add on-street parking	7	3	30%
C10	Establish Hyder as a primary SB route	6	3	33%

Note: "Agree" indicates agreement with project team recommendation, "Disagree" indicates disagreement with project team recommendation, "% Favor Further Review" indicates portion of participants that recommend moving alternative forward in evaluation process.

Table 5 identifies the project team recommendations for most promising corridor alternatives and those alternatives not recommended for further review.

Table 5: Most Promising "Corridor Improvements" Alternatives

Project Team Recommendations	Corridor Alternatives
Recommended for Further Review	C0, C1, C2, C4, C6, C7, C8A, C8CI, C8CIII
Recommended for NO Further Review	C3, C5, C8B, C8D, C9, C10

Alternative C0 entails reducing the number of travel lanes from four to three lanes with turn lanes provided at key intersections. Further analysis was conducted to assess the impact of reducing the cross-section to three lanes and is recorded in the memo *Gambell Street Redevelopment Plan: Preferred Alternative and Analysis*, provided in Appendix I. The analysis concluded that Gambell Street can operate effectively with a three-lane cross-section under both existing and future conditions, provided that an exclusive left-turn lane is provided at 15th Avenue. In addition, a three-lane cross-section provides enhanced pedestrian facilities, improved operations during snow conditions, an opportunity to improve access management, and safety benefits. The proposed cross-section also allows the street to potentially be converted from one-way to two-way traffic with parking following the implementation of the Seward Highway to Glenn Highway Project in the future.

STREETSCAPE OPTIONS

Twelve (12) Streetscape Alternatives were evaluated by the Day 3 attendees. The feedback received on each alternative is summarized in Table 6. Images of each alternative are provided on the comment sheets in Appendix F.

Table 6: Most Promising "Streetscape Options" Alternatives

Alternative	Description	Total Comments		
		Agree	Disagree	% Favor Further Review
S1K	Short-term: 9' sidewalks, 3.5' landscape buffers, three 11' travel lanes Long-term: 9' sidewalks, 8' on-street parking, two 12' travel lanes (2-way)	8	0	100%
S1A	9' sidewalks, 5' bike lane (one side only), three 11' travel lanes	4 for green	7 for red	37%
S1D	6' sidewalks, 5' snow storages, 3 travel lanes (two at 12' and one at 11')	2 for green	6 for red	25%
S1E	8' sidewalks, 5' snow storages, three 11' travel lanes	4 for green	5 for red	44%
S1H	8' sidewalks, 5' bike lane (one side only), three travel lanes (two at 11' and one at 12')	2 for green	6 for red	25%
Existing	Existing Cross Section - 6' sidewalks and four travel lanes (two at 11.5' and two at 10.5')	8	0	0%

Alternative	Description	Total Comments		
		Agree	Disagree	% Favor Further Review
S1B	6' sidewalk, 9' sidewalk, buffered 8' bike lane, three 11' travel lanes	6	1	14%
S1C	6' sidewalks, 5' bike lane (one side only), 6' landscape buffer (one side only), three travel lanes (two at 11' and one at 12')	8	0	0%
S1F	5' landscape buffers, 6' sidewalks, three 11' travel lanes	7	0	0%
S1G	7' sidewalks, 4' landscape buffers, 7' parking lanes, two 12' travel lanes	6	1	14%
S1I	10' sidewalk, 6' sidewalk, 7' parking lane (one side only),three 11' travel lanes	7	0	0%
S1J	5' sidewalk, 4' landscape buffer, three travel lanes (two at 10.5' and one at 11'), 5' bike lane (one side only), 8' parking, 6' sidewalk,	6	2	25%

Note: "Agree" indicates agreement with project team recommendation, "Disagree" indicates disagreement with project team recommendation, "% Favor Further Review" indicates portion of participants that recommend moving alternative forward in evaluation process.

Table 7 identifies the project team recommendations for most promising streetscape alternatives and those alternatives not recommended for further review.

Table 7: Most Promising "Streetscape Options" Alternatives

Project Team Recommendations	Streetscape Alternatives
Recommended for Further Review	S1K
Recommended for NO Further Review	Existing, S1A, S1B, S1C, S1D, S1E, S1F, S1G, S1H, S1I, S1J

AESTHETICS TREATMENTS

Several different Aesthetic Alternatives were evaluated by the Day 3 attendees. The feedback received on each alternative is summarized in Table 8. Images of each alternative are provided on the comment sheets in Appendix F.

Table 8: Most Promising "Aesthetic Treatments" Alternatives

Alternative	Description	Total Comments		
		Agree	Disagree	% Favor Further Review
GATEWAY OPTIONS				
AG6	Artistic and unique gateway	8	1	89%
AG5	Subtle, artistic gateway.	4 for green	5 for red	44%
AG1	Low-key corner gateway.	8	0	0%
AG2	Downtown, large-scale gateway.	8	0	0%
AG3	Modern artsy gateway.	7	1	12%
AG4	Grand overhead gateway.	6	3	33%
AG7	Two pillars gateway.	5	3	37%
ILLUMINATION OPTIONS				
AI1	Keep existing light standards where possible and add lower pedestrian lights.	8	1	89%
AI2	Add street-scale lights and the ability to string holiday lights to them.	7	0	100%
AI4	Blend of modern and traditional street-scale light.	6	2	75%
AI5	High intensity street light standards vs. street-scale lights.	2 for green	6 for red	25%
AI6	Modern, common ornamental light used in Anchorage.	5 for green	6 for red	46%

Alternative	Description	Total Comments		
		Agree	Disagree	% Favor Further Review
AI3	Traditional cobra head luminaire.	6	2	25%
BANNER OPTIONS				
AB1	Banners that advertise nearby businesses with a style consistent with Gambell Street.	9	0	100%
AB2	Art attached to light of utility pole ("Sponsored" by adjacent buildings).Flower baskets could be used.	7	1	88%
AB3	Seasonal banners or banners promoting events.	6 for green	4 for red	60%
LANDSCAPING OPTIONS				
AL1	Include materials like rock, gravel, and a variety of plant sizes/types.	6	2	75%
AL4	Low, simple plants integrated into sidewalk and paving.	6	3	67%
AL5	Separate sidewalk from street with landscaping.	5	4	56%
AL6	Tree grates integrated into sidewalk paving patterns.	4 for green	7 for red	36%
AL7	Plant perennials and use for snow storage.	5 for green	4 for red	56%
AL8	Hardscape with small trees and retaining wall in Anchorage.	3 for green	8 for red	27%
AL2	Raised planters, perhaps portable.	9	0	0%
AL3	Protect plantings with fencing that reflects "theme" selected for Gambell Street.	7	0	0%
PAVEMENT OPTIONS				
AP2	Use a mix of paving shapes, colors for interest with less expensive concrete.	7	1	88%
AP4	A way to break up expanses of sidewalk.	7	1	88%
AP6	Stamped colored concrete paving at crosswalk to increase visibility.	9	0	100%
AP1	Use of different paving materials—labor intensive and expensive.	3 for green	7 for red	30%
AP5	Integrate paving with planting.	3 for green	7 for red	30%
AP7	Concrete sidewalk with curvilinear layout in Anchorage.	7 for green	3 for red	70%
AP3	Modular concrete pavers come in different shapes and colors.	7	1	12%

Note: "Agree" indicates agreement with project team recommendation, "Disagree" indicates disagreement with project team recommendation, "% Favor Further Review" indicates portion of participants that recommend moving alternative forward in evaluation process.

Table 9 identifies the project team recommendations for most promising aesthetic alternatives and those alternatives not recommended for further review.

Table 9: Most Promising "Aesthetic Treatments" Alternatives

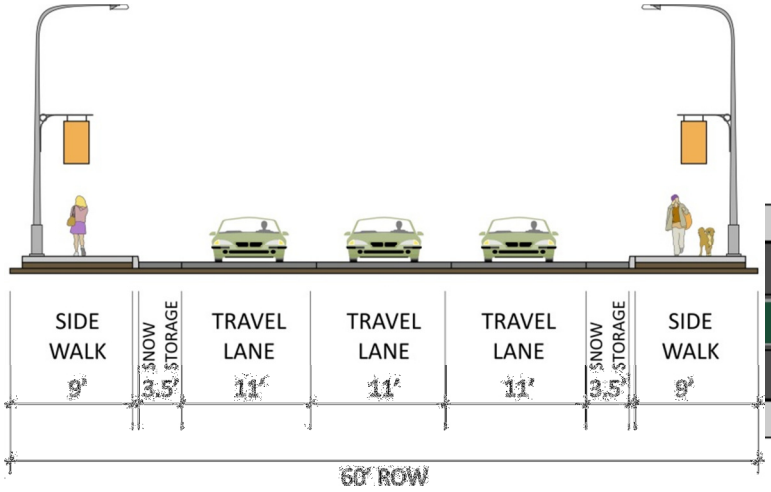
Project Team Recommendations	Aesthetic Alternatives
Recommended for Further Review	Gateway - AG6 Illumination - AI1, AI2, AI3, AI6 Banners - AB1, AB2, AB3 Landscaping - AL1, AL4, AL5, AL7 Pavement - AP2, AP4, AP6, AP7
Recommended for NO Further Review	Gateway - AG1, AG2, AG3, AG4, AG5, AG7 Illumination -AI3, AI5 Landscaping - AL2, AL3, AL6 Pavement - AP1, AP3, AP5

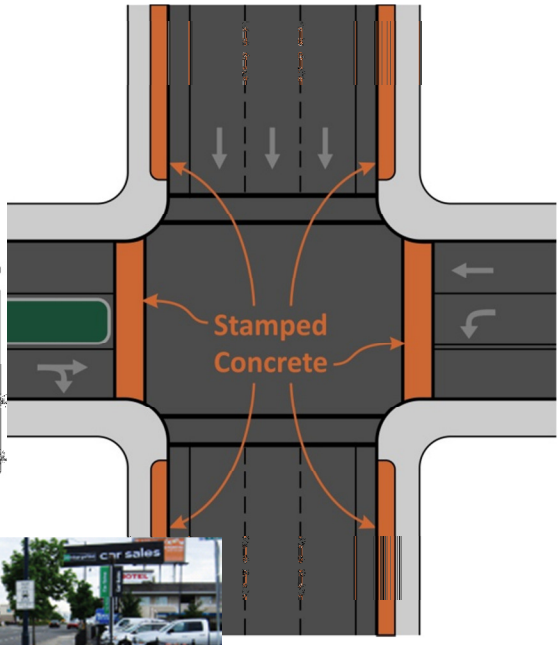
POTENTIAL VISION FOR THE CORRIDOR

Based on the feedback received during Days 1 and 2 of the Charette, the project team developed a few graphics to illustrate a potential vision for the corridor, which were presented during the Identification

of Most Promising Alternatives workshop during Day 3 for feedback. The graphics presented are shown in Exhibit 7.

Exhibit 7: Potential Vision for the Corridor





Overall, the response to the graphics was positive and indicated that the graphics included several of the desired elements for the corridor, including more aesthetic lighting and banners, stamped concrete at crosswalks, a three-lane cross section, wider sidewalks, and areas for snow storage and removal.

NEXT STEPS

These findings will be reviewed during the PMT Coordination Meeting on June 4th, 2013. The alternatives recommended for further review will be carried forward in the evaluation process and subject to further review. Ultimately, the preferred improvements will be incorporated in to the *Redevelopment and Implementation Plan*.