



# *Hopkins Alley/Newtown*

A FRAMEWORK FOR REVITALIZATION

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**PREPARED BY**

THE KETCHIKAN GATEWAY BOROUGH DEPARTMENT OF PLANNING AND COMMUNITY  
DEVELOPMENT IN CONSULTATION WITH HISTORIC KETCHIKAN INC.,

WITH FUNDING FROM THE CITY OF KETCHIKAN,

AND THE PARTICIPATION OF PROPERTY OWNERS OF THE HOPKINS ALLEY, NEWTOWN  
NEIGHBORHOOD

# FOREWORD

We are pleased to present Hopkins Alley/Newtown: A Framework for Revitalization on behalf of the Department of Planning and Community Development, Ketchikan Gateway Borough. Hopkins Alley holds a special place within our town, and the community continues to support the preservation and upkeep of this area's historic character. To this end, with additional funding from the City of Ketchikan, the Planning Department has compiled a comprehensive framework to provide guidance for those invested in this neighborhood.

This project represents the culmination of thorough research, extensive deliberations, and meaningful interactions with various stakeholders, alongside the invaluable support of Historic Ketchikan Inc. (HKI). The outcome of these efforts is this comprehensive blueprint aimed at revitalizing the Hopkins Alley neighborhood. Within this strategy lie practical recommendations, valuable resources, and visionary ideas for the benefit of both property holders and business operators.

Designed as a practical manual, the framework is a starting point for property owners seeking to enhance their properties. In addition, it may provide a basis for local stakeholders to collaborate in developing a vision and strategy for long-term redevelopment of the area.

For those interested in delving into the intricate economic aspects of historic preservation, pertinent information may be found in Part One on pages 6 and page 16. These pages offer specific financial advantages outlined in a case study of a similar revitalization of the Creek Street area. This section also provides a comprehensive explanation of heritage tourism's significance in relation to Ketchikan, along with a comparative analysis of properties beyond Hopkins Alley.

For an educational exploration of building codes, potential advantages, and the array of resources facilitated by the Ketchikan Gateway Borough Code and the International Existing Building Code (IEBC), please refer to Part Two. Specific exceptions from these codes can be found on page 29. Those seeking insights into property valuation estimates and references pertaining to building materials will find pertinent details in Appendix A and B, located on pages 47 and 48.

Our aspiration is to provide property owners with a comprehensive guide, including access to available resources and contacts, such as those provided by local businesses, the City of Ketchikan Historic Commission, and the Ketchikan Gateway Borough Planning Department.

Sincerely,

*Planning Staff*

The Department of Planning and Community Development  
(907) 228-6610  
planning@kgbak.us

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ARTISTS ARE DRAWN TO SCENIC AND HISTORIC PLACES AND THEIR SKILLS CAPTURE OUR COMMUNITY HERITAGE IN THEIR ART. FAMOUS ALASKAN ARTIST, RIE MUNOZ, CONVEYS THE VITALITY OF HOPKINS ALLEY.

# INTRODUCTION

Hopkins Alley is the commercial focal point for the Newtown/Hopkins Alley neighborhood and has a rich and colorful history. For decades, Ketchikan's elected leaders, citizens, planners, and historic preservation enthusiasts have recommended revitalizing this neighborhood by rehabilitating existing buildings and constructing new buildings on infill opportunities along the alley. However, despite great promise when Berth 4 was constructed, Hopkins Alley remains much as it has been for decades. Several of its important buildings are at risk and those on the City of Ketchikan's list of derelict buildings are threatened with demolition. Property values are stagnant, and action is needed to encourage visitor access from the waterfront.

Within this context, the Ketchikan Gateway Borough worked with the City of Ketchikan, Hopkins Alley area property owners, and an independent local consultant, Historic Ketchikan Inc. (HKI), to identify the tools and incentives needed to accomplish revitalization. These include assistance in design and regulatory compliance, improvements to destination appeal and access, and tax incentives.

Multiple efforts for revitalizing the area have taken place over the years and any publicly funded efforts should include a master planning process to incorporate plans that have been developed with the vision of the current property owners. Planning processes such as the Revitalizing Ketchikan's Neighborhoods (RKN) were extremely successful processes with many participants. These documents and plans should be incorporated as visions for the area but revised to reflect the current or future situation for Hopkins Alley.



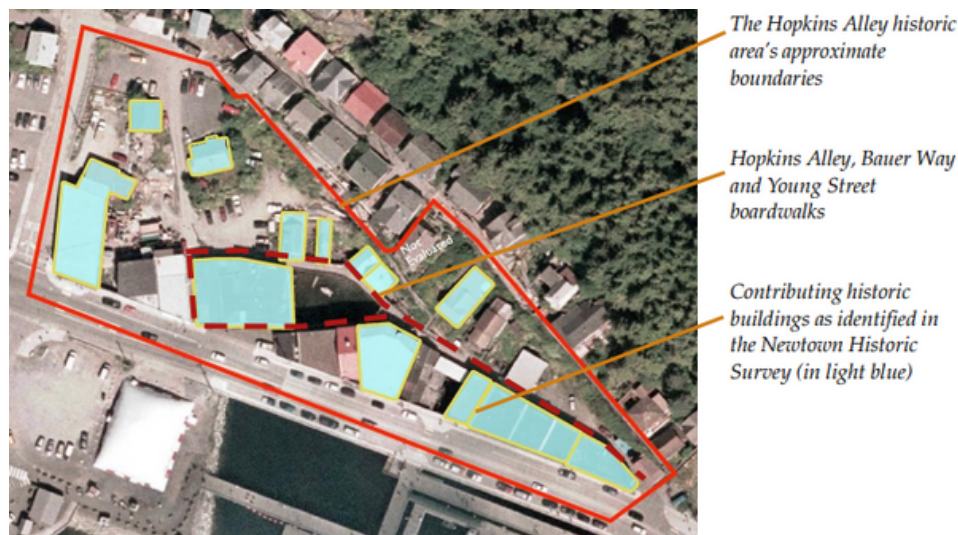
## Summary and Conclusions

### Economic Context for Revitalization:

The visitor industry is a vital and growing part of Ketchikan's economy. In particular, heritage tourism provides an excellent opportunity for the revitalization of the Hopkins Alley/Newtown area. The National Trust for Historic Preservation defines heritage tourism as "traveling to experience the places, artifacts, and activities that authentically represent the stories and people of the past and present." [1] Along with the community's roots in still-thriving Native culture and its arts, and continuing development of its traditional maritime industries, with many examples of historic vessels and gear, Ketchikan's collection of historic architecture, Alaska's largest, has excellent appeal to visitors. Ketchikan's "Creek Street" Historic District is an excellent example of the economic benefits of heritage tourism. After the district was established in 1976, building owners began a long-term process of historic preservation and historically respectful new construction. As a result, Creek Street's real property values and resulting tax base greatly increased, reflecting business opportunities afforded by retail sales to visitors. Today, although Hopkins Alley has an excellent location for access by cruise visitors to the Port of Ketchikan, its average land values and ground floor rental values are less than those of Creek Street because the condition of buildings adjacent to Hopkins Alley today resembles the deteriorated condition of Creek Street in the early 1970s.

The present Hopkins Alley Revitalization Plan (HARP) outlines ways for public and private non-profit agencies to improve the predictability of private investment in this neighborhood, and to encourage it, preserving and enhancing the neighborhood's historic assets and its destination appeal to visitors. This requires investment by both the public sector, already begun with the reconstruction of the principal timber trestle, and timely investment by private property owners, enabling them to capture an increased yield of visitor spending, resulting in both improved business incomes and sales tax and property tax revenues.

[1] [https://www.achp.gov/heritage\\_tourism](https://www.achp.gov/heritage_tourism)



## **PLANNING, ZONING, AND BUILDING CODE ISSUES:**

Hopkins Alley's history is still evident in some 20 buildings and sites, most dating from the early 1900s through the 1920s. These surviving examples of over-water construction of commercial and residential structures are a defining element of Ketchikan's community design and lifestyle, well preserved in Hopkins Alley, where pile and timber foundations have not been replaced by backfilling tidelands. The Hopkins Alley/Newtown neighborhood preserves three tiers of timber trestles, connected by both stairs and driveways, a historically established pattern in Ketchikan's development.

Planning for revitalization requires increasing rent and real property values. Local government can facilitate this by creating a historic district—a framework to guide both public and private investment decisions—and investing in infrastructure, such as the City's recently completed reconstruction of the alley's main timber trestle.

Currently, commercial and residential uses of Hopkins Alley properties fronting Water Street are relatively intensive and diverse, and year-round occupancies are typical. Hopkins Alley itself is typically used for back-of-the-house access by these properties. The Alley is also used for access to several vacant lots and a handful of historically important but deteriorated residential buildings.

A key part of Hopkins Alley's revitalization is to create a framework addressing zoning, building, and fire codes, consistent with the Alley's historic properties. This framework will consider contemporary requirements for property line setbacks, fire protection measures, building materials, door and window openings, and other building features, with respecting the character-defining elements of the neighborhood and existing buildings. Specific regulations to be addressed are Ketchikan Gateway Borough zoning permits, City of Ketchikan building permits, State Department of Environmental Conservation, and Department of Transportation and Public Facilities permit, and Federal requirements, including the Americans with Disabilities Act, Fair Housing Act, and U.S Army Corps of Engineers regulations and permits for construction on tidelands.

## **BUILDING MATERIALS CHOICES FOR REVITALIZING HOPKINS ALLEY'S HISTORIC BUILDINGS:**

To preserve the historic character of Hopkins Alley it is necessary to restore the character-defining elements of existing historic buildings, especially by use of historically authentic materials, including typical v-rustic shiplap siding, ground-floor storefront windows and doors, second-floor double-hung windows, pitched gable roof forms, rain marquees, and flashing and trim details. Where repair is not an option due to buildings' condition and/or contemporary code requirements, compatible replacement options are available, and in most cases are cost-effective alternatives to use in lieu of incompatible contemporary materials.

The additional effort and care, and additional cost if any, required by building restoration and/or historically respectful new construction can be mitigated by the improved customer appeal of the historic neighborhood, enhanced destination appeal, and resulting increases in rental income, real property resale values, and property owners' confidence in investing in the neighborhood. Incentives to this may include options such as reduction of capital costs by HKI design assistance and guidance on regulatory compliance, Borough real estate tax exemptions, and Federal Income Tax credits.

In 2016, case studies of comparative costs of using historic and incompatible modern materials in the restoration of character-defining elements of three Hopkins Alley buildings were prepared by HKI for the commercial building at 830 Water Street and the residential buildings at 810 and 816 Hopkins Alley. Some of the high-quality historic materials to be used, such as cedar siding and shingle roofing, are available locally in Southeast Alaska, while others, including currently code-compliant windows and doors, are available from Pacific Northwest suppliers. Contact information for suppliers is provided in the Resources section of this document.

## ACCESS TO/FROM THE WATERFRONT AND DOWNTOWN

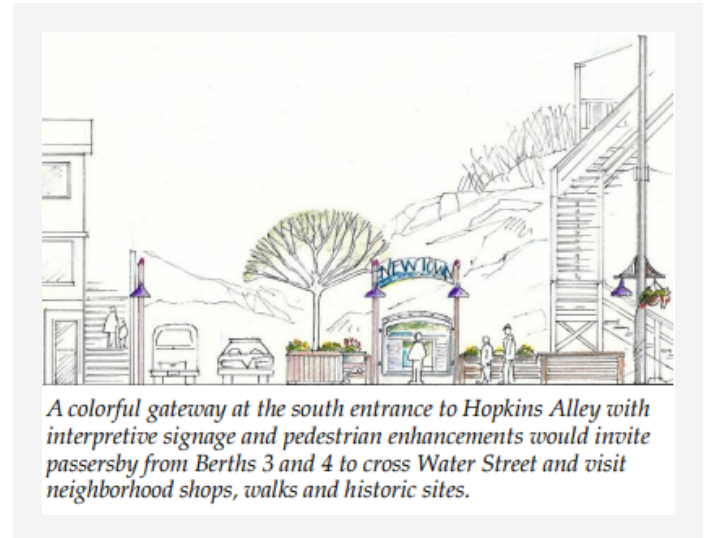
The revitalization of Hopkins Alley includes projects such as:

- The historic significance of the Newtown/Hopkins Alley neighborhood is not promoted.
- Access from the Sea Walk is irregular and circuitous and includes hazards to pedestrians and vehicles.
- The Tunnel is an unattractive access to/from the Downtown and Berths 1 and 2.

Suggested projects to improve these conditions are described in detail with conceptual renderings as follows:

- Hopkins Alley South Entrance Gateway
- Marine Bar Area Gateway and Sea Walk Connections
- Bauer Way Gateway
- Interpretive Signage
- Self-Guided Walking Tour Brochure and Interactive Signage
- Paint-Up/Fix-Up program
- Access Improvements North of the Tunnel
- Tunnel Enhancements
- Tidelands Cleanup

(See Appendix C)



### POTENTIAL FOR HOPKINS HOLE REDEVELOPMENT

At the center of intersecting Hopkins Alley and Bauer Way trestles is a privately owned undeveloped area of tidelands, commonly known as “Hopkins Hole”. This undeveloped parcel of tidelands lies at the foot of Ketchikan’s historic Newtown, where three tiers of hill town development are uniquely visible, from tidelands to steeply pitched Newtown residential trestles and housing.

Hopkins Hole is remarkably positioned to serve as an attraction and a focal point for visitor interest. It is featured in art commemorating Ketchikan’s historic community design and potentially can be the site of a cameo public artwork symbolizing a feature of the site and its significance. Four projects are recommended for Hopkins Alley revitalization, as follows:

- Adding public art to Hopkins Hole
- Facilitating public viewing of the art object(s), in fair weather and foul, from adjacent buildings
- Encouraging pedestrian access to Hopkins Hole, both along the alley boardwalk but also via floats and ramps to the seabed for close-up views of the public art and tidal changes
- Restoring the two residential buildings at 810 and 816 Hopkins Alley, which date from 1909-1913, preserving the base tier of Hopkins Alley/Newtown neighborhood development

## IMPLEMENTATION OF HOPKINS ALLEY PRIORITIES

Potential programs for implementation include the following:

- Exemptions of Ketchikan Gateway Borough real estate and personal property tax for qualifying historic preservation and restoration investments.
- Use of Commercial Passenger Vessel (CPV) tax proceeds for purchases of real estate directly benefitting the cruise visitor industry, where heritage tourism assets are endangered.
- Matching loans of CPV tax proceeds to property owners investing in historic preservation and restoration of potential income properties that can be of specific interest to cruise visitors.
- Investment of CPV tax proceeds in public art of specific interest to cruise visitors, which interprets or commemorates the neighborhood's historic character.

Implementation can be facilitated by the establishment of a historic district, defining area boundaries and criteria, including eligibility for specific programs. The historic district can initially be organized locally, providing for the timely facilitation of projects necessary to preserve currently endangered buildings.

## Part One: Economic Context for Revitalization

### HERITAGE TOURISM AND ITS IMPORTANCE FOR KETCHIKAN

The visitor industry is a vital and growing part of Ketchikan's economy. Over a million visitors travel to Ketchikan each summer and spend upwards of \$183 million in the community (2012 data; source: McDowell Group). Most of these visitors are interested in local heritage, i.e., historic buildings and sites, Native culture, industrial history (fishing, mining, and logging), maritime history, and the colorful characters and stories of the past.

Heritage tourism is recognized as the fastest-growing segment of the visitor industry and brings a very large economic benefit to communities that have successfully tapped the market. In Ketchikan's case, heritage travelers usually arrive by air or ferry. They sometimes begin as cruise visitors who spend only several hours in the community while in port but who then return as longer-term travelers anxious to experience Ketchikan's heritage. These heritage travelers often spend several nights in the community and spend more than \$300 per day on local expenses other than transportation. This translates to local jobs, business income, and sales tax revenue.



THE "COLORFUL CHARACTERS & PLACES" INTERPRETIVE SIGNAGE PROGRAM HAS BEEN A BIG HIT WITH MANY VISITORS INTERESTED IN KETCHIKAN'S HERITAGE. EACH SIGN PROVIDES A PIECE OF OUR COMMUNITY'S STORY AND HONORS THE HISTORIC BUILDING OR SITE ON WHICH IT IS PLACED.

As new heritage tourism-related businesses and attractions are created, Ketchikan's destination appeal is enhanced, and Ketchikan tourism stays competitive with other destinations. This translates to longer cruise stays in port, more return travelers, and visitors staying longer and spending more to enjoy local visitor venues. Increased investment in heritage properties and attractions results in increased property taxes and sales and bed tax revenues to support local government services.

Ketchikan's draw for heritage tourism is its many historic properties and sites, including several located in Hopkins Alley. Because Ketchikan has more than any other Alaskan community, this area has a competitive edge in this market. Unfortunately, many historic buildings are dilapidated and at risk of being lost. The Newtown Historic Survey prepared in 2014 documents the many remaining historic buildings and sites in the Hopkins Alley area. Each has an interesting history, and each would help to more vividly "tell our story". Restoration of these properties would result in a more interesting heritage destination and an economic boost in new local jobs in historic preservation construction and heritage attraction operations.

There are great success stories demonstrating how towns the size of Ketchikan throughout the United States – with many fewer historic properties and much smaller visitor numbers – have created permanent jobs and added tens of millions of investment dollars and become thriving visitor destinations. While there has not been to date a detailed analysis of the "hard" economic benefits, Ketchikan has a number of excellent examples to draw from, including recent historic restoration projects such as the Downtown's Reid and Bayside Hotel buildings and the ongoing restoration work in the Creek Street Historic District. The economic benefits from these examples illustrate the benefits to the community and to the private sector that could be anticipated from the revitalization of the Hopkins Alley area.



*KETCHIKAN HAS SOME RECENT HERITAGE INVESTMENT SUCCESS STORIES OF ITS OWN. RENOVATIONS OF THE REID BUILDING AND THE BAYSIDE HOTEL BUILDING HAVE MADE THE DOWNTOWN A MORE ATTRACTIVE DESTINATION. EACH RENOVATION HAS ALSO RESULTED IN MILLIONS OF DOLLARS IN DOWNTOWN INVESTMENT, NEW YEAR-ROUND BUSINESSES, MANY PERMANENT JOBS, AND A SIGNIFICANT CONTRIBUTION TO KETCHIKAN'S PROPERTY AND SALES TAX BASE.*

## THE ROLE OF KETCHIKAN'S HISTORIC DISTRICTS IN HERITAGE TOURISM

The creation of a historic district is frequent early action taken in a community's heritage tourism development strategy. Recognizing and establishing a historic district can be a catalyst for needed private investment and is an important marketing tool for the community and the district. The historic district "label" announces that the area is important to community heritage, has a story to tell, has valuable properties that are important to protect, and invites visitors to experience its history, shops, and attractions.

There are four existing or proposed historic districts in Ketchikan. The oldest of these, the Creek Street area, has been a local historic district since 1976. In 2013, the City of Ketchikan Historic Commission and HKI completed historic surveys that led to the nominations of both Creek Street and the Downtown areas to the National Register of Historic Places. Stedman/Thomas National Historic District has been listed since 1992 and the historic Newtown/Hopkins Alley area may be eligible for nomination to the National Register of Historic Places.



*KETCHIKAN'S FOUR EXISTING OR PROPOSED HISTORIC DISTRICTS*

The Newtown Historic Survey, prepared in 2014 by HKI, documents the unique heritage of the Newtown/Hopkins Alley area and its contribution to Ketchikan's shared local and statewide story. The neighborhood has a fascinating history beginning with a store, a bar, and a cluster of small buildings in 1900 and growing rapidly into a center for Ketchikan's fishing industry by 1930. Early residents included many colorful characters who helped shape the future of Ketchikan. Many of its early buildings remain today. While only a few of them had exceptional individual distinction, many more were representative of simple, frontier, southeast Alaska construction using local materials and often built on piling over tidewater. The Historic Survey provides the necessary documentation of the area's history to justify creation of a national historic district in the event property owners and local government wish to do so.

A nationally recognized district can bring important economic development advantages. For the owners of historic buildings that contribute to the story of the district, very significant tax benefits can be secured if the buildings are restored in a historically appropriate manner. Perhaps most important, the designation of a historic district can provide a level of certainty and stability necessary to attract private investment. Without such stability, concern about continuing disinvestment by others will discourage an individual investor from committing capital in a historic area.

## LESSONS FROM CREEK STREET: A LOCAL CASE STUDY

In 1972, Ketchikan was beginning to see its potential for attracting tourism. The Borough Planning Department and property owners began discussions about this unique area and the role it could have as a visitor destination. Large-scale tourism was new then and its promise as an economic development tool that would provide a return on investment for Creek Street property owners was not readily acknowledged. There were varying objectives among property owners. Some wanted only to build a residence, others wanted professional offices and several envisioned retail and food and beverage activities. On everyone's minds was what role local government regulations would play in the revitalization of Creek Street and how their freedoms might be constrained to develop their properties as they see fit.

After over two years of discussions among property owners and planning staff, a common vision began to emerge. It was agreed that Creek Street's compelling history should be respected, that the preservation of existing historic buildings should be encouraged, and that new development should be equally encouraged but within agreed-upon design guidelines. While the restorations and new developments were not to be rigidly controlled, it was agreed that historic building materials should be used, those building heights should not exceed that of existing buildings, and that windows, lighting, signage, and other details should reflect Creek Street's early 20th-century history.



*IN THESE 1972 PHOTOS, CREEK STREET WAS A SLEEPY PLACE AND MANY BUILDINGS HAD DISAPPEARED. THREE OF THE SIX BUILDINGS SEEN IN THE UPPER PHOTO WERE VACANT, INCLUDING N° 5 CREEK STREET (STAR HOUSE). 3 OF THE 8 VISIBLE CREEK STREET BUILDINGS IN THE LOWER PHOTO NO LONGER REMAIN IN 2016.*



*THIS FIRE IN 1972 HAD TAKEN THE LIFE OF ITS LONG-TIME OWNER THELMA BAKER GRAHAM, WHO HAD CREATED CREEK STREET'S LIVELIEST HOT SPOT. CONDEMNED SOON THEREAFTER, IT WOULD LIE VACANT FOR ALMOST TWO DECADES UNTIL IT WAS RESTORED IN 1991.*

Several property owners took leadership roles and spoke out for a historic district that would reflect their vision for the area. These same leaders committed to taking the first restoration and building initiatives. John Grainger of Creek Street Enterprises was a key supporter. He spoke out at public meetings in favor of creating a historic district and he ultimately built new buildings at No22 Creek Street and No18 Creek Street. Bob Watt and Ray Turek were other early leaders who pushed for a Creek Street Historic District and eventually restored or built significant buildings on the Creek.

Ketchikan's first historic district was finally created by the Borough Assembly, and it provided for the development guidance that had been foreseen by the property owners and planning staff, including the requirements for pitched roofs, authentic building materials, and period siding, windows, and building details. Recognizing that design could not be "regulated," it also created a Creek Street Architectural Design Review Board that would provide advisory design guidance for new buildings and for historic restorations. While some details of the historic district guidelines have been refined over the years, they have stayed essentially the same to the present.

Soon after the establishment of the district and the resulting confidence in common public and private objectives for the area, a new wave of interest and investment in Creek Street occurred. No18 and No22 were built in 1975, and 706 Totem Way and No7 (Eagles Lodge) were built in 1976.

All this new construction bought a new scale and character to the Creek, as well as different uses. Attention began to focus on the remaining historic buildings which were in increasing danger of being lost. This resulted in the purchase and restoration of many of the remaining structures by individuals interested in maintaining their historic integrity, notably:

- Dolly's House was restored in 1976;
- No28 (the Preacher's House) restored in 1976; and
- No5 (Star House) restored in 1991, placed on the National Register of Historic Places in 1993

At the same time, other buildings were renovated and adapted to residential use and, increasingly, to commercial activities as Creek Street drew more and more tourists to its boardwalk every summer. Renovations and changes were generally consistent with the Creek Street Historic District guidelines, but some included changes that altered some of the historic aspects of the structures, most often changes to the windows and doors. These were:

- No20 renovations in 1974 and 2008
- June's Cafe renovations in 2002
- No4, 1973 window/siding alterations, 1982 roof alteration, 2006 historic siding replacement



*The establishment of the historic district and agreement as to its development future ended a long period of decline of Creek Street. In this 1977 photo, four new buildings and two restorations were under way.*

Under construction or just constructed in 1977 were:

- N° 28 (the Preacher's House)
- Dolly's House
- N° 22
- N° 18
- N° 7 (Eagles Lodge)
- 706 Totem Way

The City of Ketchikan was also a key player in the revitalization of Creek Street. The City restored the historic c1900 boardwalk and pedestrian bridge structures. The City also worked with property owners and the Creek Street Architectural Design Review Board to select historically appropriate lighting along the boardwalk, which remains to this day. The City Fire Chief and Building Official worked with property owners to arrive at a building setback standard and other measures that would assure long-term life safety.

The Ketchikan Gateway Borough has administered the historic district for over 40 years and supported property owners with building surveys, design assistance, and zoning enforcement. Both local governments have assisted with pedestrian amenities, financing of art, and development of interpretive signage.

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By 2016, the Creek Street district included 18 buildings, 9 of which date back to at least the 1920s and the oldest to 1902. There were 18 businesses operating on the Creek and 21 residences/apartments. It had become the premier heritage tourism destination attracting visitors and new businesses, creating permanent jobs, increasing personal incomes, and generating substantial sales and property tax revenues. Property owners now enjoy high land values of \$60+/sf and high ground floor rental values of \$2+/sf (see Appendix A).

A key lesson from Creek Street and from other successful historic districts around the country is that merely creating a historic district is unlikely to spur instant investment. It is a single tool among many that are needed. In Creek Street's case, design guidelines were necessary; public investment in boardwalk improvements, lighting, and pedestrian amenities was important; and private property owner leadership and investment were vital.



*Shortly after restoration in 1976, Dolly's House sports restored siding and window trim and a new cedar shake roof.*



*New, locally milled cedar to match original siding was needed to repair deterioration on one facade, 1976. Original windows and trim were also restored.*

### **THE HOPKINS ALLEY AREA: PRESENT ECONOMIC CIRCUMSTANCES**

Much of the Hopkins Alley area is dilapidated and property owners face many hurdles to turn things around. While some property owners have invested in their properties, others have chosen to let their buildings fall into decay. Uncertainty about disinvestment by others discourages an individual investor from committing capital to a building. There are issues to be faced, including code, parking, infrastructure, land ownership, and design. The risk to individual investors is that the investment may not pay off without others following suit.



While there is potential for transforming Hopkins Alley into a successful heritage tourism destination and achieving revitalization, there has not been a common vision or leadership amongst property owners to turn that area around economically.

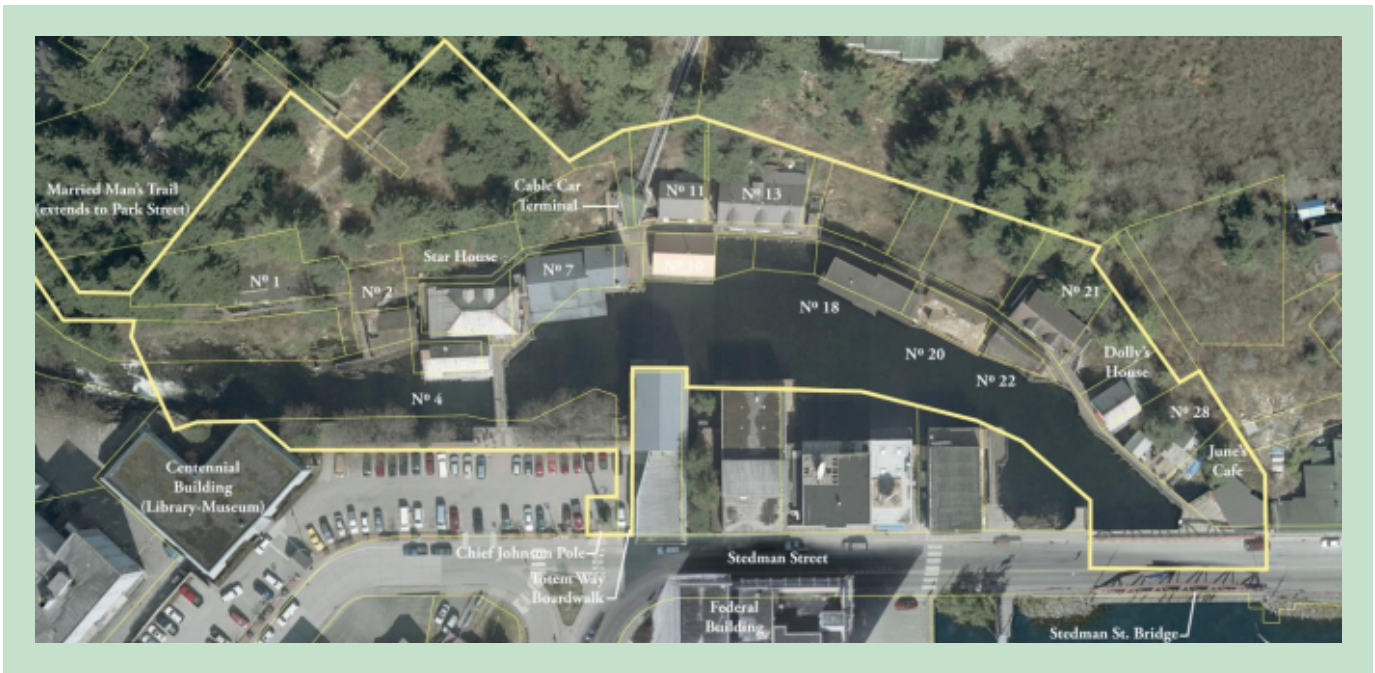
Unlike shopping centers, the Hopkins Alley commercial area faces the challenge of complicated ownership with varying business goals for each business. In implementing a revitalization plan, it is important not to underestimate the importance of having property owners align with and support Hopkins Alley plan objectives.

The stakes are high – both for property owners and for community economic development. Hopkins Alley can clearly become one of Ketchikan’s premier destinations. It can achieve visitor destination appeal and local retail development that would result in new business investment, higher property values, and restoration of its historic architecture. And this new investment can translate into jobs, new businesses, and tax revenues for the community.

While Ketchikan is positioned to be the statewide leader in heritage tourism, an area like Hopkins Alley cannot be lost or it will undermine our community’s ability to be competitive in the tourism industry. For Ketchikan to be a leader and take advantage of the growing interest in heritage travel, new energy, and resources need to be invested in the Hopkins Alley area.



*An illustrative concept for a “historically appropriate” replacement structure for the Marine Bar and creation of an appealing entry to Hopkins Alley, as prepared by HKI.*



### **CREEK STREET AND HOPKINS ALLEY: A SUMMARY COMPARISON:**

#### **CREEK STREET**

- Very high land values (\$60+/sf)
- High ground floor rental values (\$2+/sf)
- As buildings have been rehabilitated, public facilities improved and the Creek Street story was told, the area attracted visitors and new businesses, jobs were created, and personal incomes increased

#### **HOPKINS ALLEY**

- Average land values are less than 25% of that of Creek Street
- Ground floor rental values 50% or less that of Creek Street
- While some buildings have been improved and some promising businesses started, many vacant buildings remain and there is little destination appeal



**THE EXISTING SITUATION: A TALE OF TWO, SMALL, NEARLY IDENTICAL BUILDINGS:**



810 Hopkins Alley



28 Creek Street

The building on the left is on historic Hopkins Alley and has a wonderful story to tell. Built prior to 1914, it was first owned by one of Ketchikan's most prominent carpenters and cabinet makers, W.J. Sully. It is assessed today at \$46,300 (land and building). This building is prominently sited on Hopkins Hole and, together with its neighbor 816 Hopkins Alley, may be a key element of any planned revitalization. It is today boarded up and potentially on the path to condemnation. Its preservation would contribute to the district's retention of historic character and add marketing appeal to a Hopkins Alley historic district.

The Creek Street building on the right is virtually the same size and is assessed at \$293,000. It was once even more dilapidated than 810 Hopkins Alley. It was renovated with local labor and materials, houses two businesses with year-round employees, generates substantial property tax (\$3500/yr.) and sales tax (\$7000+yr) and, as the oldest building on Creek Street, is an important part of our history and heritage tourism.



*810 Hopkins has long been viewed as a key building in the revitalization of Hopkins Alley. It has an economic value to community heritage tourism and to the vitality of the Hopkins Alley district far beyond its individual building worth.*



## POTENTIAL PROPERTY OWNER FINANCIAL BENEFITS FROM HARP PARTICIPATION

There will be many benefits to Hopkins Alley private property owners if revitalization succeeds, including:

- Increased rental incomes due to greatly improved destination appeal and access;
- Higher property and resale values due to improved destination appeal and total neighborhood investments.
- Greater return on investment in individual property improvements; confidence in investing knowing that others will follow suit with common objectives and that local government is also investing.
- Reduced capital costs resulting from assistance in design, permitting, materials purchasing, etc.; and
- Local and federal tax benefits.

The now vacant and threatened 810 Hopkins Alley property can serve as a good example of potential benefits to be derived from a successful Hopkins Alley revitalization effort. The following illustrative case assumes an accepted revitalization plan in place; private commitment throughout an established district to restore historic properties and to invest in pedestrian amenities, signage, and parking; improved access from the Sea Walk and Downtown; and continuing HKI and City/Borough financial and technical assistance.



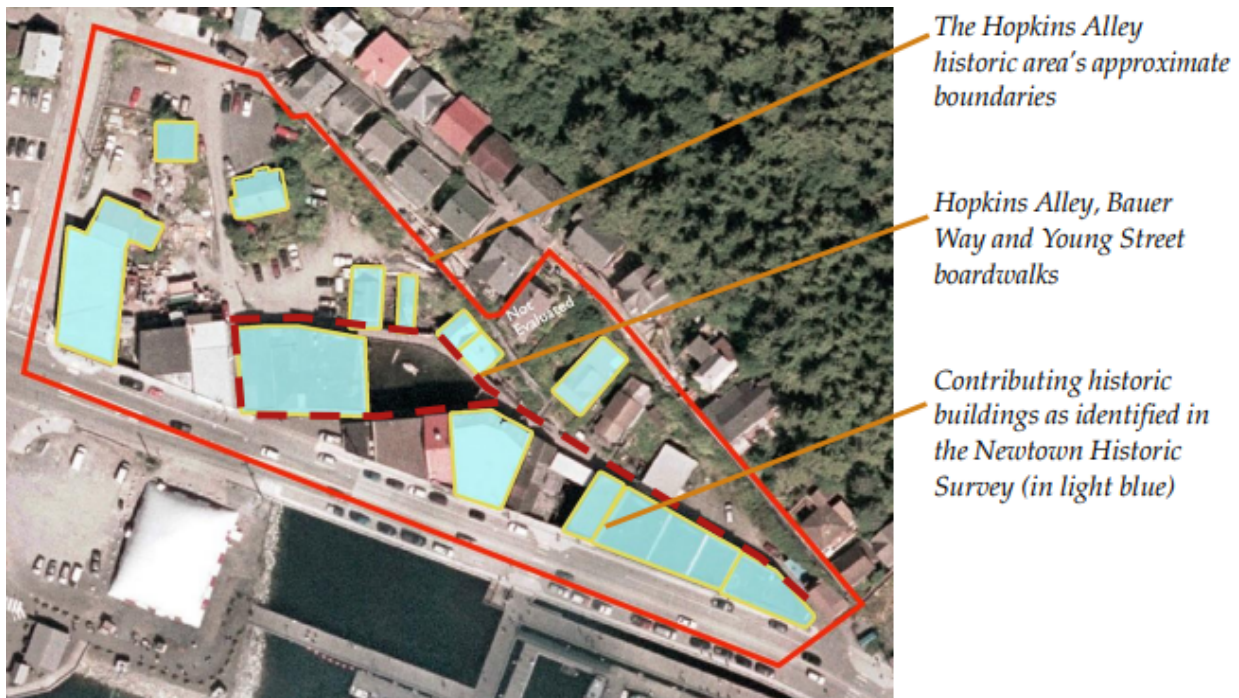
### CASE STUDY: POTENTIAL HARP ASSISTANCE TO 810 HOPKINS PROPERTY OWNER

Assuming a \$200,000 capital investment, the property owner could benefit in the following ways:

- Federal income tax credits made possible by historic district designation (\$40,000)
- Local property tax postponement (\$14,000, assuming a proposed 7-yr exemption, 10 mill rate)
- Design & permitting assistance by HKI (\$7,500)
- Paint and other materials procurement assistance by HKI (\$2,500)
- Foundation and building stabilization assistance through HKI Derelict Properties
- Enhanced property values and expanded business opportunities brought about by neighborhood private and public investment.

## Part Two: Planning, Zoning, and Building Code Issues:

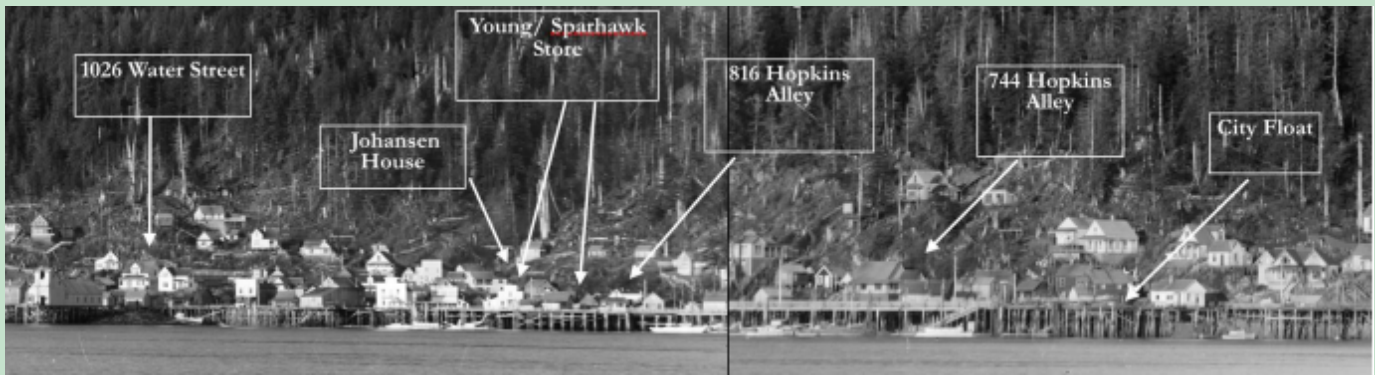
The Hopkins Alley area began development before 1900 and in the next 30 years experienced booming growth. With moorage and docks to attract seaborne commerce, it quickly became an important part of the city. Hopkins Alley's history is still evident in some 20 buildings and sites that contribute to its historic character, most of them dating from the turn of the century through the 1920s. While many of its historic buildings have had alterations, the area is still in a position to preserve the charm of its past and to assure historical continuity in its future. The area is among the surviving representations of over-water construction of business and residential structures—a defining element of Ketchikan's community design and lifestyle.



The alley network has a wonderful history. It was originally part of the Newtown Walk, a narrow wooden boardwalk constructed before 1900 to connect Downtown to Newtown. By 1927, it became an alley in the true sense and provided access to the rear of the buildings that front Water Street. It was a hotspot for speakeasies and some nefarious activities and still has the feel of a place hidden from view.



*Hopkins Alley, 1905*



*History in the making, circa 1908. Some of today's Hopkins Alley buildings were in place 115 years ago.*

In many US communities, alleys have become hotspots for redevelopment and are being turned into vibrant public spaces with street furniture, art, plants, and new retail uses. Hopkins Alley has that potential. The following pages present a framework for revitalization planning and decision-making by addressing matters such as land use, parking and access issues, and the important role of zoning and life safety codes.

### **EXISTING LAND USE AND DEVELOPMENT PATTERNS**

The historic character of Hopkins Alley and the adjacent neighborhood, including Hopkins Alley itself, the Young Street pedestrian section between Hopkins Alley and Water Street, the Warren, G., and Harding Streets' pedestrian/vehicle trestles, and the Bayview Avenue pedestrian trestle with stairs to Hopkins Alley, is an intact vestige of Ketchikan's hill town development, having been obscured by the subsequent development of Water Street but not substantially altered. The addition of the Water Street building frontage and even the more recent Sea Walk, continue a historic pattern of constructing Ketchikan's streets, pedestrian access, and occupied properties higher on the steep hillsides to landward, then farther seaward into Tongass Narrows. This pattern of development resembles Downtown Ketchikan, except that in the Hopkins Alley area, from Barber Street to Young Street, each successive phase of development is still pile-supported and still visible, unlike Downtown, where backfill of tidelands conceals much of this history.

Stacking of Warren, G., Harding, and Bayview Streets above Hopkins Alley is characteristic of historic Ketchikan, from the Alley's south entrance north to Young Street, where the Alley's boardwalk ends, and where tideland backfill replaces pile and timber foundations. Most ground-floor occupancies in this neighborhood front on Water Street, transitioning from ground-floor commercial premises to second-floor office and residential apartments. Single-family housing begins at the boardwalk elevation, extending higher via stairs to parallel pedestrian and pedestrian/vehicle trestles.

Single-family houses are located at 826 Hopkins Alley, c. 1910, 816 Hopkins Alley, c.1920, and a duplex at 810/812 Hopkins Alley, c.1920. Two historic single-family houses are located at 312 and 325 Young Street, these residential occupancies interface with rear entrances of mixed-use properties that front on Water Street and back on the Alley.

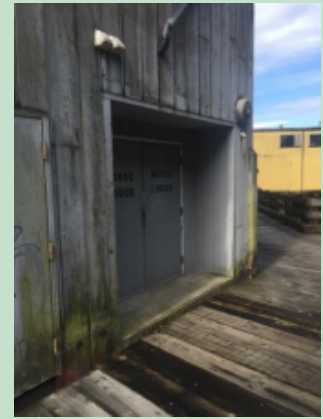
Year-round diverse uses are typical of properties in the Hopkins Alley neighborhood. The roster of occupancies with main entrances fronting Water Street and Hopkins Alley, as recorded in 2018, illustrates the diverse year-around use of properties in this neighborhood:

**USES: WATER STREET, SOUTH TO NORTH****GROUND FLOOR:**

702- ARCHITECT'S OFFICE  
 706- RETAIL  
 712- RETAIL  
 714- RETAIL AND SEAMSTRESS  
 726- VACANT  
 748- FRATERNAL LODGE  
 808- PIZZA PARLOR  
 810- TATTOO PARLOR AND VIDEO RENTAL  
 820- UNION OFFICE  
 830- SALOON  
 900- VACANT  
 904- RETAIL  
 910- VACANT  
 918- ELECTRICAL CONTRACTOR AND RETAIL  
**SECOND FLOOR: RESIDENTIAL**



WATER STREET STOREFRONT



HOPKINS ALLEY SERVICE ENTRY

**USES: HOPKINS ALLEY, SOUTH TO NORTH****SECOND FLOOR:**

700- LAW OFFICE

**GROUND FLOOR:**

714- MARINE EQUIPMENT REPAIR SHOP  
 810- RESIDENTIAL, SINGLE FAMILY  
 816- RESIDENTIAL, SINGLE FAMILY  
 826- RESIDENTIAL, SINGLE FAMILY

**USES: ELEVATION 20 ABOVE HOPKINS ALLEY:**

738- RESIDENTIAL, DUPLEX

744- RESIDENTIAL, SINGLE FAMILY

**USES: YOUNG STREET:**

312- RESIDENTIAL, SINGLE FAMILY

325- RESIDENTIAL, SINGLE FAMILY

Use of the ground floor elevation, on the Hopkins Alley and Bauer Way boardwalks is typically for service entrances of premises fronting on Water Street. Cutouts in this elevation of the buildings provide space for back doors, fuel oil tanks, liquefied gas cylinders, solid waste containers, and other “back of the house” essentials. At present, no commercial premises fronting Water Street enter from Hopkins Alley. Residential apartments occupy most second-floor space in buildings fronting Water Street and they enter only from that street.

Mixed-use buildings fronting on Water Street and backing on Hopkins Alley are reasonably well maintained, although typically with non-historic design of improvements and materials. However, in most cases the Hopkins Alley elevations of these buildings show deferred maintenance, in some cases severe; a special concern for many of these buildings is the condition of wood pile and timber foundations, many of which are historic.

A special condition affecting Hopkins Alley, because it is constructed on pilings over tidelands, is the practice of using tidelands as a dumping ground. This results in a lasting buildup of debris along and under the boardwalk. Because this has occurred over many years, a municipal initiative is desirable to abate and control it, providing incentive—and regulation—for occupants and customers of Hopkins Alley properties to care for their tidelands, a distinctive feature of the neighborhood.

## ACCESS

The Hopkins Alley boardwalk, a pile and timber trestle constructed over tidelands is one of the most distinctive features of the neighborhood to which it provides primary access. This is one of Ketchikan's two remaining waterfront trestles intended for both pedestrian and vehicle traffic; it is the second-generation structure on its site, replacing a pedestrian-only boardwalk on the same right of way. The boardwalk was rebuilt in 2016, using traditional materials and details.

The Hopkins Alley boardwalk has a typical width of 10 feet south of Bauer Way and eight feet north of Bauer Way; Bauer Way is typically eight feet wide. The end of Bauer Way at Water Street is marked with a "Do Not Enter" sign, dictating south-to-north one-way traffic. Hopkins Alley itself is not posted for one-way traffic, even though there is no way for vehicles to stop in opposite directions without driving off onto adjacent private properties; between Bauer Way and Young Street, even this option is not available, requiring vehicles meeting in opposite directions to first back up, then off onto Water Street, or onto private property, a hazard to pedestrians and other vehicles.

Young Street provides access both in and out of the north end of Hopkins Alley, but its right of way is platted to a minimum width of 10 feet, precluding simultaneous two-way traffic. The Young Street right of way is roughly graded and partially paved up to adjacent property lines and its sub-grade fill partially encroaches onto private property. Inadequate access to/from Hopkins Alley via Young Street reduces the usefulness of Hopkins Alley and may impede in-fill development in this neighborhood. The variable and inadequate width of the Young Street right of way, its rough grading, incomplete surfacing, and irregular interfaces with adjacent private properties adversely affect the appearance of the Hopkins Alley neighborhood.



*YOUNG STREET ALLEY AND RIGHT-OF-WAY*

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One aspect of Young Street that contributes to the historical character and pedestrian appeal of Hopkins Alley is the 10-foot-wide section between the north end of Hopkins Alley and Water Street, which is blocked to vehicles and designated for pedestrian traffic only. This section can enable supplemental access to adjacent buildings, following a historically established pattern.

### **REVIEW OF ZONING AND BUILDING CODE ISSUES AFFECTING REVITALIZATION**

A key part of Hopkins Alley revitalization is to identify the costs and benefits of individual projects as a basis for justifying private and public investments in new infrastructure, pedestrian amenities, parking improvements, building restorations, and destination features. The objective is to develop a framework for revitalization that addresses zoning, building, and fire codes in the relatively complicated code environment of the Hopkins Alley area. The small property sizes, the small scale and light wood-framed construction of most buildings, and the very dense nature of the neighborhood are important aspects of the area's historic character, but present unique challenges when applying contemporary building codes.

The intent of the following review is to help shape the revitalization by being as clear as possible about code considerations for the neighborhood as well as for an individual building. Some decades ago, this exercise was carried out by local code officials in the Creek Street area and it proved to be one of the driving forces for success in that historic district's revitalization. That framework helped shape property line setbacks, fire protection measures, building materials, window openings, etc. that provided guidance for the entire neighborhood while respecting the character-defining elements of the neighborhood and individual buildings. The intent is not to address every possible code consideration but rather to shape expectations as well as possible compromises that will both challenge and benefit revitalization initiatives.

### **APPLICABLE CODES AND PERMITS**

As of July 2023, new construction, remodels, and CHANGES OF USE of existing buildings within the City of Ketchikan are subject to the following local, state, and federal code and permit requirements:

#### **KETCHIKAN GATEWAY BOROUGH (KGB) PERMITS**

Zoning regulations are described in Title 18 of the Ketchikan Gateway Borough Code of Ordinances. A Zoning Permit and Owner Authorization Form are required for all projects. A sign permit is also required for building signage. Depending on project specifics, a Conditional Use Permit or Variance may also be required before a zoning permit can be issued. Early consultation with a staff planner at the KGB Planning Department is strongly recommended, to determine exact permitting requirements.

## **CITY OF KETCHIKAN PERMITS**

The City of Ketchikan has adopted the following codes: 2012 International Building Code (IBC); 2012 International Fire Code (IFC); 2012 International Mechanical Code (IMC); 2015 Uniform Plumbing Code (UPC); and the 2017 National Electrical Code (NEC). Amendments to these codes are included in Titles 18 and 19 of the Municipal Code. A City building permit is required for construction, remodeling, and change of use projects. Plans submitted for commercial construction are required to be sealed by a registered design professional such as a licensed architect or engineer. A building permit is not required for non-structural maintenance work, such as painting and replacement of siding or roofing. Depending on project specifics, other City permits may also be required, such as a Side Sewer Permit for waste-water service work, a Permit to Work in the Right of Way to temporarily block public access routes, and a Site Development Permit for earthwork and construction of retaining walls. Early consultation with the City Building Official and Public Works staff is recommended to determine which permits are required.

Owners of existing buildings are not required to make changes simply because building code requirements have been updated. Buildings are required to meet the code in place at the time of initial construction, and if no renovation or change of use occurs, a building can remain unchanged for decades. However, once changes are proposed or a new use is desired for the building, the new work must meet the current code.

## **STATE OF ALASKA REQUIREMENTS:**

The state has granted deferral to the City of Ketchikan for fire and life safety plan review, so projects within City limits can forgo State Fire Marshal Plan Review. Restaurants and bars are subject to Department of Environmental Conservation (DEC) requirements and permits. If a project includes installing a new driveway accessing a State right of way, a Department of Transportation and Public Facilities (ADOT&PF) permit is required.

Most relevant to the Hopkins Alley neighborhood buildings which are partially located on or overhang State rights of way must have an ADOT&PF encroachment permit. Owners of buildings with marquees or awnings along Water Street are subject to an annual permit fee. Modifications/enhancements to sidewalks also require an ADOT&PF permit.

## **FEDERAL REQUIREMENTS:**

Commercial and public-use buildings in the United States are subject to the requirements of the Americans with Disabilities Act (ADA). Residential buildings with four or more dwelling units are subject to the Fair Housing Act (FHA). Projects receiving federal funding may have additional accessibility requirements such as the Uniform Federal Accessibility Standards (UFAS). There is no specific plan review and permit process for ADA and FHA compliance, however, property owners can be sued, and fined by the Department of Justice, for failing to meet requirements. The placement of piling in tidal waters (below high tide line) will require a permit from the US Army Corps of Engineers.

### ZONING CODE CONSIDERATIONS:

The zoning in the Hopkins Alley area is a mix of heavy industrial (water side of Water Street), General Commercial (upland side of Water Street), and Medium Density Residential on the upland side of Hopkins Alley. In addition, a “Newtown Overlay District” was applied over this general area in 2008. (The zone boundaries are essentially the same as the Hopkins Alley Revitalization study area, with the exceptions of not including the city-owned parcel at the corner of Schoenbar and Warren Streets but including the presently undeveloped private parcel at the south end of Hopkins Alley next to Barber Street.) This overlay district provides generalized guidelines for new structures and remodels within the framework of the established zoning described in the map above. It did not modify the underlying zoning provisions generally outlined in the two paragraphs following the graphics depicting existing zoning below.



For those properties that fall within the General Commercial (CG) zone, there are no minimum lot sizes nor side yard requirements, however, there are minimum lot widths of 50 feet (most of the undeveloped lots within the Hopkins Alley area are less than 50 feet in width). There is a maximum building height in the CG zone of 50 feet. Some CG requirements are not consistent with the realities of the Hopkins Alley area including a requirement that whenever a CG zone abuts or is separated by an alley from a residential zone, the use or building in the CG zone shall be screened by a sight-obscuring fence or hedge. Off-street parking is another CG requirement that may be addressed by an off-site LID or other creative approach to meeting the parking needs of this unique setting.

The Medium Density Residential (RM) zone, which encompasses much of the upland side of Hopkins Alley, has the following development requirements:

- Minimum lot area requirements of 5,000 square feet (no building lot along Hopkins Alley meets that requirement)
- Has front, side, and rear yard setback requirements (also virtually impossible to meet along Hopkins Alley)
- Maximum lot coverages of 50% and minimum lot widths of 50 feet

Many uses that would be compatible with a revitalized district are allowed in the RM zone with a conditional use permit. A revitalization plan for Hopkins Alley can provide the basis for zoning modifications that would enable consistently scaled, one to two-story structures accommodating retail uses at boardwalk level and residential uses on second floors if building code considerations are addressed.

The Parking Considerations section below considers the complexity of zoning in the neighborhood, with its general mixed use of first-floor commercial and second-floor residential occupancies in the area zoned General Commercial with the Newtown Overlay zone. Currently, the area is also subject to the Newtown Overlay zone, which can address parking needs not specifically provided for in the Zoning Ordinance. Four significant neighborhood parking needs are 1) taking into account the inability of most individual properties to provide parking required by the Zoning Ordinance within their own boundaries, 2) providing common areas satisfying parking requirements in use-friendly proximity to occupied premises, 3) conforming location, size, and shape of parking areas to the historic character of the neighborhood, which of course did not originally include parking, and 4) providing parking satisfying all of the above for in-fill additions to development in the neighborhood.

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## **BUILDING CODE CONSIDERATIONS**

Most buildings located along Hopkins Alley date to the 1920s and 1930s. All are two stories or less in height and constructed of light-framed wood construction. Many are mixed-use, with commercial businesses on the ground floor and apartments above.

Perhaps the biggest challenge facing property owners of small historic buildings is the expense and space required to make upgrades to meet the current code, compared to the limited square footage available to create income to offset the expense. Depending on size and layout, a small building often requires the same exit corridors and stairs, the same fire separations, and the same major building systems and equipment (fire alarms, sprinklers, elevators, etc.) as a much larger building.

The following information is based on the 2012 IBC. The intent is not to cover every possible code consideration; rather it is to identify major code difficulties that many neighborhood buildings face.

## TYPES OF USE

The mixed-use commercial buildings on the south side of Hopkins Alley have storefronts on Water Street, with service entrances and second-floor windows facing the alley. The types of use generally conform to one of the following code categories, described in IBC Chapter 3:

### First Floor:

B (Business - includes offices, beauty shops, post offices, outpatient clinics)

M (Mercantile - retail space, markets, sales rooms, drug stores) A-2 (Assembly - restaurants and bars)

### Second Floor:

R-2 (Residential apartments with 3 or more dwelling units)

R-3 (Residential with up to 2 dwelling units)

Most buildings on the north side of Hopkins Alley are one-or two-story single-family residences (R-3), with the exception of one single-story boat motor repair shop, classified as F- 1 (Moderate-Hazard Factory Industrial).

## REQUIRED FIRE SEPARATIONS BETWEEN OCCUPANCY TYPES

(IBC, CHAPTER 5, TABLE 508.4)

Buildings of mixed-use, especially those with a residential component, often require fire separation between occupancy types. This can come as an expensive surprise to building owners who wish to change the first-floor use to accommodate a new tenant, such as switching from a retail store to a bar or restaurant. The following separations are required between the typical uses in the neighborhood:

Between B and M used: No fire separation required.

Between A\*, B, or M and R, and between A\* and B or M:

1-hour separation is required in sprinkled buildings.

2-hour separation is required in a non-sprinkled building.

*\*If the occupant load of the A use is less than 50, or the floor area of the A use is less than 750 s.f., it is considered a B occupancy.*

Most buildings in the Hopkins Alley area do not have sprinkler systems. A 2-hour fire floor/ ceiling separation requires 2 layers of proprietary 5/8" Type C gypsum wallboard (GWB) sandwiching resilient channel furring strips. Use of a non-proprietary product can require up to 4 layers of Type X GWB and one layer of hat-channel furring strips. (Source: Gypsum Association Fire Resistance Design Manual, 19th Addition, GA-600-2009 - updated for proper reference format). Floor framing in historic buildings is often under-structured; so, it is important to determine whether structural reinforcing is necessary to support the weight of additional material.

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**BUILDING TYPE OF CONSTRUCTION AND FIRE RESISTANCE RATINGS AT PROPERTY****LINES** (IBC, CHAPTERS 6 AND 7):

Most of the buildings in Hopkins Alley are Type V-B, constructed of any material permitted by code (602.5). Type V-B construction has no fire resistance rating required at structural and non-structural elements (Table 601), however, the fire separations between uses described above are still required. Fire resistive construction at exterior walls based on distances to property lines, intended to prevent the spread of fire between neighboring buildings, is also required as described below. Fire resistance at exterior walls based on the distance to property lines are as follows (Table 602):

| <b>Distance to Property Line</b> | <b>M Occupancy</b>      | <b>A, B, and R Occupancies</b> |
|----------------------------------|-------------------------|--------------------------------|
| Less than 5 feet:                | 2 hours                 | 1 hour                         |
| 5 feet to less than 10 feet:     | 1 hour                  | 1 hour                         |
| 10 feet and greater:             | No fire rating required | No fire rating required.       |

Window, door, and other openings allowed at exterior walls are as follows (Table 705.8): UP=unprotected, NS=non-sprinkled, S=sprinkled, P=protected (i.e. fire rated). Percentages indicate the amount of window area vs. the area of the surrounding wall surface.

| <b>Distance to Property Line:</b> | <b>UP/ NS Openings</b> | <b>UP/S Openings</b> | <b>P Openings</b> |
|-----------------------------------|------------------------|----------------------|-------------------|
| 0 to less than 3 feet             | None                   | None                 | None              |
| 3 feet to less than 5 feet        | None                   | 15%                  | 15%               |
| 5 feet to less than 10 feet       | 10%                    | 25%                  | 25%               |
| 10 feet and greater               | No Limit               | No Limit             | No Limit          |

M Occupancies: Sprinklers are required where the fire area exceeds 12,000 s.f., is more than 3 stories above grade, or the mercantile area is used for the display and sale of upholstered furniture. Parapets are generally required wherever exterior walls are required to be fire-resistant construction based on the distance to property lines (705.11), with the following exception for 1-hour fire-rated walls:

1-hour fire-rated walls are allowed to terminate at the underside of the roof sheathing if roof/ceiling framing elements, and structure supporting those elements, are of 1-hour fire-resistive construction. Where ceiling joists are parallel to the fire wall, the 1-hour rating can terminate 4' from the interior wall surface. Where perpendicular to the fire wall, the 1-hour rating must extend the entire span of the ceiling joists.

If no parapet is provided, the roofing may not be less than a Class B fire rating. If wood shingles are used, achieving this rating would require treatment with a fire-retardant coating.

Openings in the roof may not be located within 10' of fire-resistance-rated exterior walls (5' is allowed in R occupancies).

## PROJECTIONS:

Roof overhangs, cornices, and other façade projections may not overhang more than 12" into the distance where openings are prohibited (for example a wall 5' from the property line may have 12" projections, but a wall 4' from the property line is not allowed any projections). Where a combination of protected and unprotected overhangs are permitted, projections may not encroach more than  $\frac{1}{3}$  the distance to the property line (for example a wall 10 feet from the property line may have 3'-4" deep projections).

Most buildings in the Hopkins Alley area fill the entire space available, with exterior walls on (or within inches of) the property lines. At rights of way, such as the 10-Foot wide alley, the distance is measured to the centerline, so even openings facing the alley are limited by the code. Some buildings still retain character-defining features on walls in close proximity to actual or assumed property lines, such as original siding, windows, and projecting cornices. These features are often destroyed in the process of making code improvements. Restriction of openings can also limit the potential use of the interior space. For example, most small buildings utilize natural ventilation via operable windows. Egress windows are required in bedrooms in non-sprinkled buildings. Restriction of openings can also drive the location of mechanical spaces within the buildings, resulting in louvers, air intakes, and exhausts in unsightly locations.

## SPRINKLERS: (IBC, CHAPTER 9): THE FOLLOWING IS A SUMMARY OF SPRINKLER REQUIREMENTS.

City of Ketchikan Title 18, Chapter 18.38 is more restrictive than IBC in most cases. Title 18 specifies that new buildings with more than 4,000 s.f. of first-floor area or 8,000 s.f. of aggregate area on all floors, and R-1 occupancies with 12 or more dwelling units, must be sprinkled. For existing buildings, if remodel areas are in excess of the total floor areas listed, the sprinkler ordinance is enforced. If the use category is changed to a more hazardous category and the building exceeds the floor area as listed above, the ordinance can also be enforced.

B Occupancies: IBC 2012 does not specify a sprinkler requirement for most Group B occupancies. If ambulatory care providers are a potential tenant type, see 903.2.2 for sprinkler requirements.

M Occupancies: Sprinklers are required where the fire area exceeds 12,000 s.f. are more than 3 stories above grade, or the mercantile area is used for the display and sale of upholstered furniture.

R-1 Occupancies: All Group R-1 categories are required to be fully sprinkled.

A-2 Occupancies: Sprinklers are required where the fire area exceeds 5,000 s.f. the occupant load exceeds 100 people, or the A-2 area is on a level other than the exit discharge.

## FIRE ALARMS AND SMOKE DETECTION (IBC, CHAPTER 9):

B Occupancies: IBC 2012 does not specify a fire alarm requirement for most Group B occupancies. If ambulatory care providers are a potential tenant type, see 903.2.2 for fire alarm requirements.

M Occupancies: A fire alarm system is required where the occupant load of all M areas on all floors exceeds 500 people or the occupant load above or below the level of exit discharge exceeds 100 people.

R-1 Occupancies: A manual fire alarm system is required (see 907.2.8.1 for specific information). Automatic smoke detection is required throughout interior corridors serving sleeping units.

A-2 Occupancies: Per State of Alaska code amendments, a manual fire alarm system is required where the occupant load exceeds 100 people.

## PARKING CONSIDERATIONS

Parking in the Hopkins Alley neighborhood is provided by City-owned public parking lots, a private rental parking lot, on-street parallel parking, and private parking for occupants and small numbers of customers on private commercial and residential properties.

At present two City-owned public off-street parking lots border the Hopkins Alley neighborhood:

The first of these, with nine marked perpendicular spaces, and approximately two unmarked parallel spaces is located on the north side of the top of Young Street, adjacent to Warren Street; access is via Warren Street.

This parking may be shared between Hopkins Alley commercial and residential properties and residential properties on Warren, G., Harding Streets, and Bayview Street.

The second, with 26 marked perpendicular spaces, is located on the north side of Schoenbar Road, between Water and Dunton Streets, with access via Schoenbar Road. This parking may be shared between Hopkins Alley, and commercial and residential properties on Water and Dunton Streets.



*Private lots that could be converted for parking, behind 830 Water Street*

It is noted that this lot is used for parking by employees of businesses located on the seaward side of Water Street; this and other public parking resources in the Hopkins Alley area may be further impacted by the growth of commercial premises on the seaward side of Water Street, especially if sufficient parking is not provided on that side of Water Street.

In addition to public off-street parking, approximately 22 parallel on-street spaces street spaces and two loading zones are located on the landward side of Water Street, between the south end of Hopkins Alley and Schoenbar Road; the latter count corresponds to the length of available curb frontage, however individual on-street spaces along this curb are not marked; some potential parking in this area may not be utilized as a result. This parking may be used by commercial properties fronting Water Street, backing on Hopkins Alley, and may supplement on-street parallel parking on the seaward side of Water Street, for use by occupants and visitors to Casey Moran Harbor. In turn, parking on the seaward side of Water Street where a similar number of parallel on-street spaces are available, may supplement parking on the landward side, for use by commercial properties fronting Water Street, backing on Hopkins Alley.

In addition to public off-street and on-street parking available for shared use by Hopkins Alley properties, a privately-owned lot with 13 spaces available for rent is located adjacent to the south side of the top of Young Street, adjacent to Warren Street and the City-owned parking lot on the north side of Young Street, accessible via Young Street.

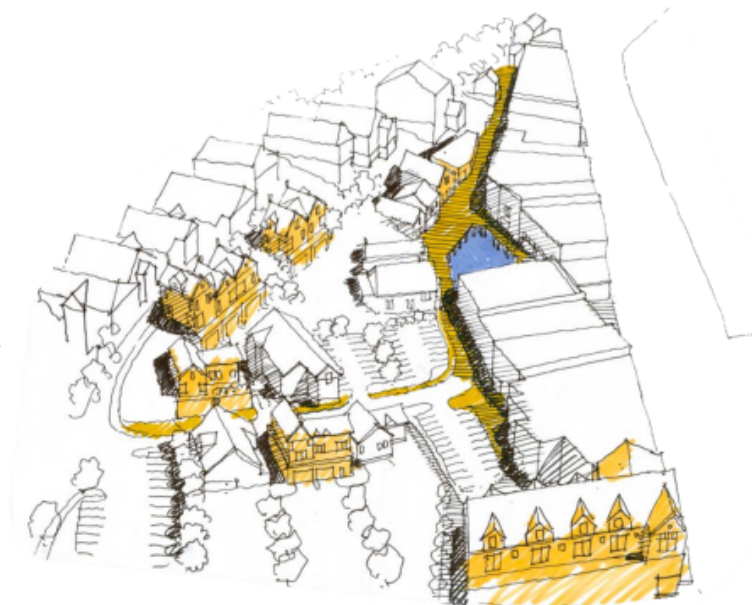
Approximately 10-15 off-street spaces are also provided on individual private properties adjacent to individual commercial and residential properties on Hopkins Alley. These spaces are not marked, and some spaces could be lost due to the location of future in-fill development.

Neither City-owned public off-street parking, nor parking on publicly accessible private properties adjacent to Hopkins Alley is conspicuously marked and striped, causing uncertainty about where parking is available, and for what length of time. Potential parking spaces may be lost as a result.

Off-street parking adjacent to or near Hopkins Alley does not appear to be excessively utilized and may be adequate for the future, provided that future uses of existing properties and expected infill development are accompanied by sufficient additional parking. However, on-street parallel parking is heavily utilized on both sides of Water Street between the south entrance to Hopkins Alley and Schoenbar Road.

### **BUILDING CODE CONCLUSIONS AND RECOMMENDATIONS BY HISTORIC KETCHIKAN INC. (HKI)**

Many of Hopkins Alley's buildings were built prior to the existence of building codes. While some have been brought up to Code, others fall substantially short of today's standards. The building and life safety codes must be respected especially if the area is to receive new infill buildings and conversions to commercial uses as part of its revitalization. A change of use—such as converting a residence to commercial use—may necessitate upgrading the entire building to meet current code requirements. Such modifications include the addition of enclosed fire stairways, widening door openings, adding fire exits, installing sprinkler systems, etc.



Exceptions to the building code are sometimes allowed for historic buildings. This is often the case when there is a community effort to revitalize a historic area and a need is recognized to balance the requirements of life safety with the difficulties involved in working with individual historic buildings. Area wide life safety improvements within a historic district may be established in order to provide greater flexibility for life safety modifications in individual historic buildings. The specifics of area wide life safety improvements must grow out of the objectives of a revitalization plan and be developed in close consultation with the City's Building Department and Fire Marshal's office.

An important HKI finding with implications for neighborhood revitalization is that the International Existing Building Code (IEBC) is applicable to existing buildings in the Hopkins Alley area which may undergo repair, alterations, additions, or change of occupancy. The IEBC is a comprehensive document that was founded on broad-based principles intended to encourage the use and reuse of existing buildings and it requires that upgrades and improvements be made in a reasonable way.

It establishes minimum regulations using both prescriptive and performance-based provisions that allow partial rehabilitation of buildings without having to bring the entire building into compliance. This will enable the property owner to make improvements to his/her property within the context of a plan to sequentially meet appropriate life safety standards. It will be essential for a property owner to establish a plan of action with the Building Department and Fire Marshal's office that assures reasonable progress toward compliance with all building codes. As noted by the Building Department, the IEBC may be used whether it has been specifically adopted locally or not. The current IEBC can be accessed online at the link below.

<https://codes.iccsafe.org/content/IEBC2021P1/index>

The revitalization plan for Hopkins Alley will introduce opportunities for redevelopment that will challenge area-wide and individual life safety standards. Three examples of early challenges that grew out of team discussion include addressing infill opportunities (see discussion above), enhancing retail appeal along the alley, and protecting two landmark buildings that are threatened with demolition:

- Creating window openings and storefronts along the alley to enhance retail interest is important but a significant challenge due to the narrow alley right of way (10'). As noted above, adding exterior sprinklers would enable 25% of the wall surface to be used for windows and door openings.
- Providing a 5-foot inset of an entry and window wall may create visual interest along the alley, providing more than 10 feet from the center line of the alley, would enable considerably more window opening area. Because rain marquees and other projections are limited to 12" along the alley, the introduction of inset entries may serve as an important means of providing some rain protection.

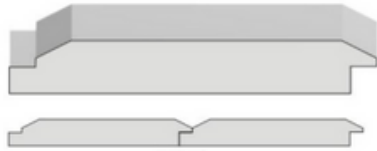


### Part Three: Building Materials Choices for Revitalizing Hopkins Alley Historic Buildings

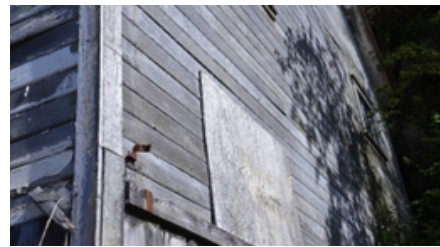
Hopkins Alley's history is still evident in some 20 buildings and sites that contribute to its historic character, most of them dating from the turn of the century through the 1920s. While many of its historic buildings have had alterations, the area is still in a position to preserve the charm of its past and to assure historical continuity in its future.

As property owners and local government consider the future of this historic area and the nature of its revitalization, the Ketchikan Gateway Borough asked HKI to review costs associated with redeveloping the character-defining elements of existing historic buildings. This review compares costs related to using historically authentic materials versus modern replacement materials such as Hardiplank and vinyl siding, metal and composite doors, vinyl and aluminum windows, etc. It will examine at least two buildings to serve as case studies for this comparative review.

Such work begins with the premise that historic materials should be retained wherever possible. When retention, including retention with some repair, is not possible, then replacement of the irreparable historic material can be considered. The purpose of this approach is to determine the appropriate level of treatment for the preservation of historic wood frame buildings typical of Hopkins Alley.



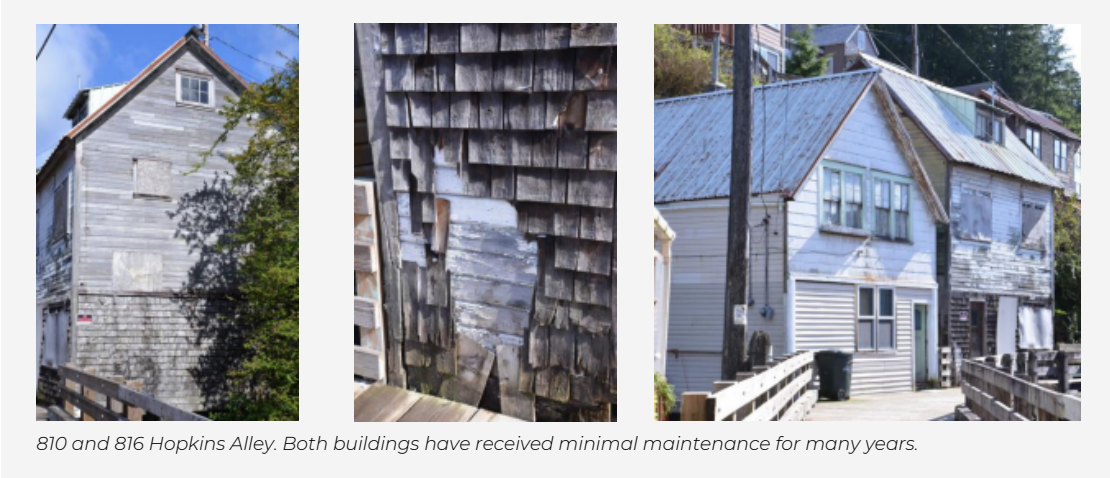
*The Hopkins Alley standard for siding*



*The historic siding of 810 Hopkins Alley, still in place*

**HISTORIC SIDING**

Many Hopkins Alley buildings started out with locally produced, v-rustic shiplap siding. Two case study buildings were identified for the purposes of comparison. Both 810 and 816 Hopkins Alley buildings began with this siding, and, over the years, other siding types have been applied over portions of the buildings. In the case of 810, cedar shingle siding was added to the boardwalk level walls, and, in the case of 816, asbestos siding was added to the second level frontage and vinyl siding was recently added to portions of the boardwalk level.



*810 and 816 Hopkins Alley. Both buildings have received minimal maintenance for many years.*

In the case of the commercial building located at 830 Water Street, formerly known as First City Saloon, only remnants remain of uncovered rustic shiplap siding. Across the Water Street facade, another historic siding was applied: board and batten. On the remaining facades, a variety of metal and T1-11 siding types were applied over the historic siding.



*The Water Street facade is a historically appropriate siding (though not original) and the Young Street facade (upper right) still has much of its original siding intact.*

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### **HISTORIC WINDOWS**

The windows on many historic buildings are often the most important aspect of the character of those buildings. In early Hopkins Alley days, the first windows were double hung windows—see both the predecessor to First City (1904 photo) on the left and the 810/816 buildings (1970s photo) on the right— often coupled with storefront windows when used for retail activities. Most of both 810's and 816's historic windows remain; only those on First City's Young Street facade remain. The windows were trimmed with boards of at least 5 inches, with drip caps placed over the windows. Window groupings never exceeded 2.



### **HISTORIC DOORS**

Entrance doors were typically one to four panels, usually with glass in the upper panel. The door trim boards were a minimum of 5 inches in width, sized similarly to the trim of adjacent windows.

## HISTORIC ROOF FORMS

Most of the buildings within the Hopkins Alley neighborhood have shallow-sloped roofs, especially those along Water Street. There are four very visible residential buildings with steep-pitched gable roofs, including the 12:12 pitches of the 810 and 816 Hopkins Alley buildings. Most were initially built with cedar shingles and replaced over time with corrugated steel.



## HISTORIC RAIN MARQUEES

Especially along 830 Water Street, most of the commercial buildings were constructed with rain marquees or they were soon added. They served the very functional purpose of protection from inclement weather and became important to the visual character of the building and the neighborhood. A continuous marquee wraps around the Water Street facade of the former First City Saloon.

## REDEVELOPING CHARACTER-DEFINING ELEMENTS OF SELECTED HOPKINS ALLEY BUILDINGS

There are many options available for property owners who are interested in restoring or redeveloping their historic properties and who recognize the importance of maintaining the character-defining elements of their building and the neighborhood. Perhaps the first basic tenet is to minimize disturbance to the historic building fabric. It is best and most often costs less to preserve rather than replace those features that remain in sufficiently good condition. For those that are deteriorated, repair is preferred over replacement. When replacement is necessary, this report examines replacement options available to the property owner.

### SIDING: THE PRESERVE AND REPAIR OPTION

The historic wood frame buildings of Ketchikan and of Hopkins Alley are virtually always sided with red cedar. It comes in many different styles, including lap siding, bevel, and traditional cedar shakes and shingles. There are examples all over town of historic buildings 100 years old and older whose original siding is still in place in spite of, in many cases, decades of deferred maintenance.

The primary lessons learned from redeveloping these historic properties are that cedar siding has great longevity in our Ketchikan climate and that repairing and restoring it can be done at considerably less cost than replacing it with new cedar siding, fiber cement siding, or vinyl siding. With a modicum of maintenance, it can last many years.

Upon examination of both the 830 Water Street and the 810/816 Hopkins Alley buildings, siding repair is still an option for portions of all three buildings. The case studies on pages [10-14](#) outline the costs of repair and replacement, as well as the financial benefits and incentives that may offset some redevelopment costs.



*Built in 1902 with a dance hall addition in 1920, the Star House fell into disrepair for almost four decades before it was renovated in 1991. Over half of its original cedar siding remains on the building today.*

*The Arthur Yates Memorial Hospital was built in 1905 and virtually all of its original Cedar siding and windows remain in place. Little attention was paid to this building's maintenance, but it has been cost-effective to restore the siding rather than replace it.*



*The Flat Iron building was constructed in 1912 with a significant remodel in 1936 when the siding was changed from V-Rustic to bevelled lap siding. The present siding has endured with varying levels of maintenance for 80 years.*

*The New York Hotel was built in 1927 and virtually all of its original cedar lap siding and windows remain in place. As with all of the above buildings, the New York received little or no maintenance for many years prior to its restoration.*



### **SIDING: THE REPLACEMENT OPTIONS**

If repair is no longer an option as is the case for portions of the case study buildings, there are at least three common siding replacement options available: new cedar siding, fiber cement siding, often called Hardiplank or CertainTeed Weatherboards, and vinyl siding.

New replacement cedar siding is available from both local and Pacific Northwest producers: refer to the Materials Sourcebook included in the appendix below. All the traditional siding profiles are available. From a historic preservation point of view (Appendix B, pg. 48) and from the desire to maintain authenticity in a historic district, cedar is the preferred siding choice.

Both fiber-cement and vinyl siding have come a long way from their origins. It is possible to buy fiber-cement boards as half-round, staggered, or square shingles as well as in long plank boards. It can be painted or stained, which means it can make it any color, and it's also now possible to buy pre-painted fiber cement siding in a range of colors so this step can be eliminated.

Fiber cement siding, made from a mix of cement, sand, and cellulose fibers, is water-resistant, fire-resistant, and insect and fungal growth resistant. Fiber cement siding, like cedar, can be used to achieve many styles such as lap or clapboard, shingle and board and batten. It comes in various finishes that mimic woodgrain, from a modern smooth finish to a more rustic rough-hewn look. Fiber cement does a good job of replicating the look of painted wood. If examined closely, it will be noticeable that the grain is perhaps too even to appear as real wood and the thickness of the siding is shallower than cedar siding.

Vinyl siding is also designed to replicate the “look” of wood siding. There is a range of quality available as well as many colors and textures. Vinyl can be easily placed over existing material and quickly installed. It typically costs less to install than fiber cement or cedar, because it requires fewer steps to install. Vinyl can be cut quickly with snips, unlike fiber cement or cedar, which need to be cut with a saw.

Neither cedar siding nor fiber cement siding are the cheapest options for replacement siding. Fiber cement generally costs more than vinyl siding, at about \$4 per square foot for materials. Cedar siding can run \$5 per square foot.

Both vinyl siding and fiber cement are durable exterior cladding options. If installed properly, fiber cement siding is durable and resists rot, insect damage, and salt corrosion. Vinyl siding, however, edges out fiber cement because fiber cement has been known to absorb water, which can cause it—and the walls of the building underneath—to rot.

Because of vinyl siding’s flexibility, it is fairly impervious to chips and cracks. That is not the case for fiber cement, which is so rigid that it can easily crack both during the installation process and after it is hanging on the building. Cedar siding is more resistant to damage and more readily absorbs shocks.

With regard to maintenance, vinyl siding arguably pulls ahead of fiber cement and cedar. When fiber cement and cedar is installed, it needs to be caulked and painted, unlike vinyl siding, which needs no additional work before or after installation. Both fiber-cement and cedar siding will need to be painted periodically because of fading due to the demands of our Ketchikan climate. Likewise, the caulking in the joints will need to be maintained to ensure its integrity to avoid water intrusion. Vinyl siding, on the other hand, needs little more than a periodic spray cleaning with a garden hose. Because red cedar is pitch and resin-free, it is ideal for accepting and holding a wide range of finishes including stains and solid colors. Over the long haul, cedar best enables present and future property owners to change building colors as individual choices evolve.

According to the RS Means 2014 Residential Cost Data report, the installed cost of vinyl siding is, on average, \$200-300 per 100 square feet, while fiber cement reaches \$400 and cedar siding can reach \$500 for the same area.

*\*\*WHILE THE ATTRIBUTES OF ARTIFICIAL FIBER CEMENT AND VINYL SIDING FOR INDIVIDUAL HOMES OR COMMERCIAL BUILDINGS ARE WORTHY OF CONSIDERATION AS REPLACEMENT OPTIONS, USING THESE MATERIALS ON HISTORIC BUILDINGS—ESPECIALLY WITHIN THE CONTEXT OF A HISTORIC DISTRICT—CAN SIGNIFICANTLY IMPACT THE CHARACTER-DEFINING FEATURES OF THE INDIVIDUAL BUILDING AND BROADER NEIGHBORHOOD.*

| SIDING COMPARISON        |                        |                         |                                |
|--------------------------|------------------------|-------------------------|--------------------------------|
|                          | VINYL                  | FIBER CEMENT            | CEDAR                          |
| <b>CRITERIA</b>          |                        |                         |                                |
| <b>Maintenance</b>       | Easily powerwashed     | Paint every 10-15 years | Requires paint every 4-5 years |
| <b>Wind</b>              | Least resistant        | Withstand strong winds  | Withstands strong winds        |
| <b>Fire Resistance</b>   | Moderate               | Will not ignite         | requires fire retardant        |
| <b>Energy Efficiency</b> | Least energy efficient | Moderate                | Most energy efficient          |
| <b>Durability</b>        | 20-30 years            | 35-50 years             | 50 plus years                  |
| <b>Price</b>             | \$2-3/sf               | \$3-4/sf                | \$5-6/sf                       |

The shallower profiles of fiber cement and vinyl siding create a very different play of light and shadow on the wall surface, thus resulting in a different character. Shadow reveals are reduced and molding or trim is changed or removed in certain areas. Because vinyl siding is usually added on top of existing siding in order to improve insulation values, details around doors and windows appear set back from the siding rather than projecting. While the two artificial materials attempt to replicate the patterns and texture of wood siding, it is readily apparent at close observation that the two materials are not authentic. These changes to character-defining features can affect the historic character of the Hopkins Alley neighborhood. When the historic fabric of multiple buildings is concealed, the neighborhood can lose its heritage destination appeal and thus its economic benefit to the community and to Hopkins Alley property owners.

**WINDOWS: THE PRESERVE AND REPAIR OPTION**

Wood windows are the most visible, yet most commonly under-appreciated, character-defining features of older structures. In the Hopkins Alley neighborhood, double-hung windows are the most common style of window for residential structures and second floors of commercial structures. Many have been replaced; however, they are still evident on the Young Street facade of the First City Saloon, on the facades of the 810 and 816 Hopkins Alley buildings, and on unmodified facades of other buildings in the neighborhood, like 830 Water Street.



*In 2015, all wood Marvin double-hung windows were chosen to replace inappropriate picture windows on the historic #4 Creek Street building (c.1920). The replacement windows are energy conserving, designed to match the proportion of the earlier double-hung windows and the original exterior trim*



*The windows of 28 Creek Street (1902) were replaced in 1976 using all wood replicates and maintaining the original openings and trim. The windows remain in good condition in 2016.*



*The current restoration of the historic Bayside Hotel (1927) is using a Marvin clad energy efficient window to replicate the original double-hung windows and trim. All original exterior detailing was replicated.*



*The restoration of the Yates Memorial Hospital (1905) is employing a combination of repair of existing windows and replication of damaged windows with all wood replacements (built locally). Storm windows and interior insulating shades will be used to meet energy efficiency standards.*

The retention and repair of original windows are more practical than most people realize. Many windows are unfortunately replaced because of a lack of awareness of techniques for evaluation, repair, and weatherization. Wooden windows which are properly maintained will have greatly extended service lives while contributing to the historic character of the building. With new vinyl, fiberglass, or wood-clad windows, there is a cycle of broken seals and proprietary window parts that may or may not be available when windows fail. Retrofits for historic windows perform comparable to new replacement windows and almost every retrofit option offers a better return on investment (at a fraction of the cost).

Wood windows are renewable over an indefinite period of time with proper care and maintenance. With good weather stripping, double-hung windows operate smoothly and draft-free. If a traditional storm window is added, they can be more energy efficient than new units as the air space between the glass panes may be 6 to 8 times that of a double-glazed unit. Window retrofits such as cellular shades, interior storm windows, and insulating shades can achieve energy savings comparable to replacement windows at a much lower cost.

## WINDOWS: THE REPLACEMENT OPTIONS

If repair is no longer an option, as is the case for some of the windows of both the 830 Water Street and the 810/816 Hopkins Alley buildings, or if historic windows have already been replaced with historically inappropriate windows (as is the case for many second story commercial buildings along Water Street), there are a large variety of double-hung replacement window options available. In replacing historic double-hung windows, the process should begin with an understanding of the contribution of the window(s) to the appearance of the facade including the pattern of the openings and their size; proportions of the frame and sash; configuration of window panes; and the trim of the windows. There are many Ketchikan examples of excellent replacement of historic windows as well as many more inappropriate replacements. The goal for replacement windows for missing or non-historic windows is to be compatible with the historic appearance and character of the building. The replacements may use substitute materials, such as vinyl or composites, but should fill the original window openings and be similar proportions to the original double-hung windows. Replacing the historic window trim is a key element of the replacement window. Photographic documentation for missing or non-historic windows in historic buildings is available at Historic Ketchikan or at the Museum. In the cases of the 810/816 Hopkins Alley buildings, the historic windows are in place (except several recently replaced in the 816 building), and repair remains possible for character-defining window groupings on the second floors of the two Hopkins Alley facades:



*These four sets of double-hung windows are key character-defining features of 810/816 Hopkins Alley. Repair of all four sets remain possible. If, upon closer examination, new replacement windows are a more cost-effective solution, they should be built to match the double-hung, center mullion windows so essential to the historic appearance and character of these two historic buildings.*

In recent years, a number of window manufacturers have produced historically accurate double-hung windows in wood, composites and other materials and with a wide range of glazing features. These include Marvin, Pella, Milgard and Anderson.

## WINDOW REPLACEMENT COMPARISON



| CRITERIA          |
|-------------------|
| Maintenance       |
| Energy Efficiency |
| Durability        |
| Price             |
| Installation      |

| COMPOSITE                     | WOOD                          | VINYL                       |
|-------------------------------|-------------------------------|-----------------------------|
| Easily maintained             | Paint every 4-5 years         | Easily powerwashed          |
| High efficiency available     | High efficiency available     | High efficiency available   |
| Less susceptible to expansion | Less susceptible to expansion | Can be difficult to replace |
| \$1050 per double hung pair   | \$1422 per double hung pair   | \$684 per double hung pair  |
| Made from sand and wood       | Sustainable                   | Petroleum bases             |

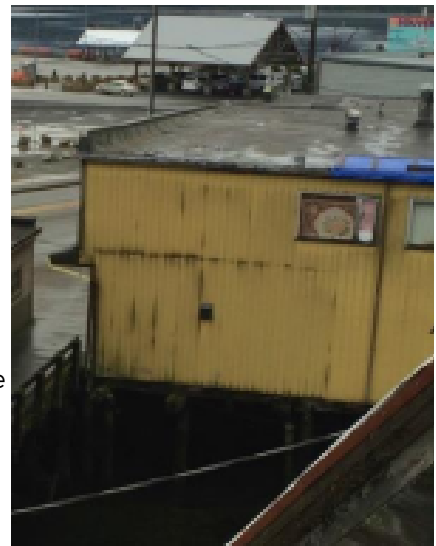
## ROOFS: THE REPLACEMENT OPTIONS

A weather-tight roof is basic in the preservation of a building, regardless of its age. Especially in Ketchikan, the roof sheds the rains and snows and buffers the inclement weather. It is a highly vulnerable element of a building that will inevitably fail. Hopkins Alley's first buildings were most often roofed with cedar shingles, the abundant source of roofing materials in early Ketchikan. Some of the lower-pitched roofs were covered with metal roofing or roll roofing.



THE ROOFS OF 810 & 816

810/816 Hopkins Alley was initially roofed with cedar shingles. Sometime in the late 1970s, both buildings were clad in metal roofing and remain so today. The First City Saloon building, which grew out of 830 Water Street, was also initially roofed with cedar shingles. As that building evolved, second stories were added and the roof pitch became shallow requiring a rolled roofing solution.






THE ROOF OF FIRST CITY SALOON

In all three cases, the buildings have been reroofed multiple times over their average 100 years of history. Today, the roof forms of 810- 816 Hopkins Alley are character-defining but the less visible nearly flat roof of the First City Saloon is not.

The roofs of 810 and 816 Hopkins Alley can be replaced with one of three likely options: cedar shingle, metal roofing, or three-tab (asphalt shingles) roofing. Cedar shingles would be the most historically accurate, but a metal roofing option would also be appropriate.

Cedar roofs are resistant to heavy winds and support heavy snow loads due to the natural resiliency of the wood fibers. The same strength helps insulate the building, reducing loss of cool air in the summer and loss of warm air in the winter. Depending on maintenance, a cedar shingle roof can last from 25 to 35 years. Metal roofs and three-tab roofs can have a similar life span. High-quality cedar shake shingles are available from Prince of Wales Island (see Sourcebook).

| ROOF REPLACEMENT COMPARISON |   |  |   |
|-----------------------------|---|--|---|
|                             |  |  |  |
| <b>CRITERIA</b>             |   |  |   |
| <b>Maintenance</b>          | Requires moss treatment   | Requires moss treatment  | Easily maintained   |
| <b>Energy Efficiency</b>    | Moderate  | Most energy efficient  | Least energy efficient  |
| <b>Durability</b>           | 25-40 yrs, depending on maintenance   | 25-35 yrs, depending on maintenance  | 25-40 yrs, depending on maintenance   |
| <b>Price</b>                | \$2-2.50 per sf   | \$2-2.50 per sf  | \$4 per sf  |
| <b>Installation</b>         | Same  | Same   | Can be applied over old   |

**FINANCIAL BENEFITS OF REDEVELOPING CHARACTER-DEFINING ELEMENTS**

The Hopkins Alley Revitalization Project can preserve a distinctive segment of Ketchikan's historic character while enhancing an area with high visitor traffic and potential sales of goods and services to visitors. Hopkins Alley and its Water Street commercial frontage is adjacent both to Port of Ketchikan Berths 3 and 4 and to Casey Moran Float, a lively year-round moorage for transient commercial fishing vessels. In Alaska, few if any waterfront sites are comparably situated near disembarking cruise visitors.

Along Water Street, and within Hopkins Alley itself, real properties have experienced years of modest tenancies, rental incomes, and resale values, and have only begun to realize the benefits of greatly increased visitor traffic, following completions of Berths 3 and 4. These properties have nevertheless maintained a diverse character, incorporating a number of historic uses. Uniquely in Ketchikan, these properties have survived in a neighborhood where the earliest stages of Ketchikan's waterfront hill town development are intact; the present Hopkins Alley boardwalk, constructed to carry both pedestrians and vehicles on a pile-supported trestle built on tidelands, was hidden when Water Street was constructed further seaward, Water Street, in turn, is now flanked to seaward by the public Sea Walk. And, on the steep hillside to landward, accessible by stairs and trestles, is a segment of Ketchikan's original hill town, it's beautiful and lively views maintaining the appeal they had for Ketchikan's early settlers, continuing to induce property owners' investment in their maintenance and improvement.

The purpose of the revitalization plan is to mobilize incentives to revitalize Hopkins Alley and facilitate roles of private property owners and public agencies in the future of this unique neighborhood. The results of HARP can increase Ketchikan's appeal for cultural and heritage tourism, adding to visitors' purchases of local goods and services, while preserving the color and vitality of Ketchikan's distinctive community design, and the lifestyle benefits discovered and developed here by its early residents.

Key to success in the revitalization of Hopkins Alley will be to assure that Hopkins Alley area business and property owners--as well as elected leaders--become aware of the wide range of individual and community economic benefits offered by heritage tourism development. This must be a central objective for this revitalization plan. Another central objective is to commit to excellent restoration design by protecting and enhancing (and, in many cases, re-creating) the character-defining elements of the Hopkins Alley historic area. The potential benefits to Hopkins Alley property owners of successful revitalization include the following:

- Increased rental incomes due to improved destination appeal and access;
- Higher property resale values resulting from increased rental incomes. Value of improvements to individual properties, and total investment in improvements to the neighborhood;
- Improved confidence in investing when other property owners follow suit with common objectives and local government also invests, as the City of Ketchikan has done by rebuilding the Hopkins Alley boardwalk;
- Possible local real estate tax exemption; and
- Federal Income Tax Credits.

The tangible values of these benefits may be compared with the possible additional cost of investment in the character-defining features of historic properties, as follows:

### **INCREASE IN RESALE VALUE OF PROPERTIES**

A prior HKI study prepared compared assessed values of real properties on Creek Street following the revitalization of its historic character with current property values on Hopkins Alley. This study indicates the dramatic improvement in Creek Street property values resulting from increased rental income and the value of investment in the properties. This is a convincing example of the benefit of revitalization to individual property owners.

### **TAX INCENTIVES**

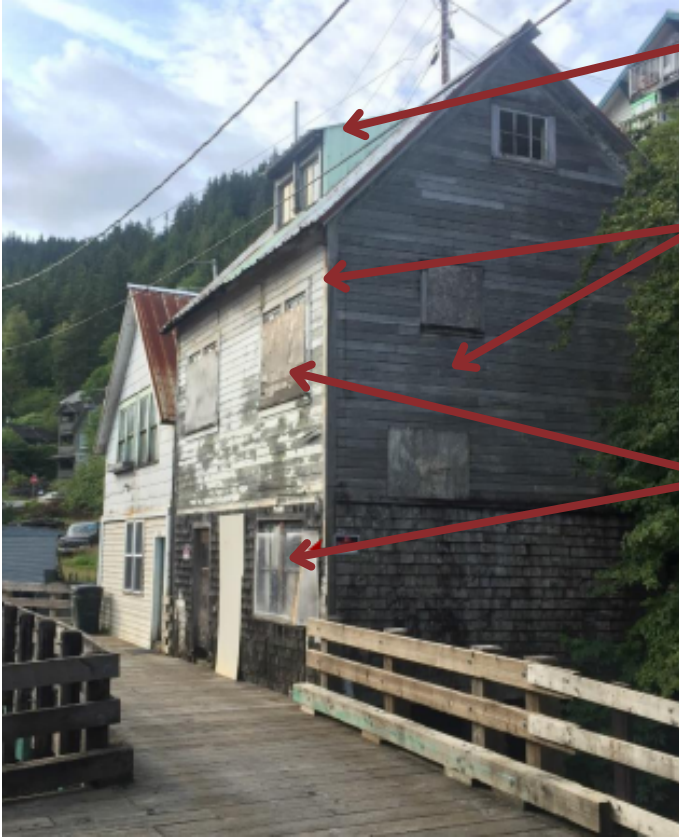
Federal Income Tax credits are available for investment in historic properties complying with National Trust for Historic Preservation guidelines.

### **CASE STUDIES**

Use of currently available historic materials in revitalization of historic properties can require additional investment by the property owner. However, as shown in the following case studies, this investment can be relatively minor and can be mitigated by benefits previously cited for preservation of historic character-defining elements of these properties. In the case studies of three buildings that follow, the additional cost of three main variables in this process, siding, roofing, and windows are shown; in all cases, the selection of the historic material adds cost compared to the use of contemporary materials. However, in addition to creating eligibility for incentives to historic revitalization, as noted above, the selection of the historic material—cedar siding, shingle roofing, and wood or wood/composite windows improves both the quality and longevity of the investment.

It must also be noted that there is a wide variety of window, siding and roofing products that range dramatically in cost. Wood siding, for example, can be purchased as a clear, full-length, kiln-dried, primed and painted product or as finger-jointed, customer-select, tight-knot, and partially air-dried product. Windows—whether wood, vinyl, or composite—come in a wide range of quality, energy efficiency, and price. Roof materials, also—whether cedar, metal, or asphalt—range in quality and price. And there are other variables for Ketchikan, such as freight and storage that depend on the purchaser's decision. Freight of materials can, for example, be considerably less for siding or roofing materials purchased in Ketchikan or Prince of Wales.

## 810 HOPKINS ALLEY



### CHARACTER DEFINING FEATURES

#### ROOF FEATURES

The roof shape, materials (cedar shingles historically) and pitch (12:12) contribute to the building's character.

#### SIDING FEATURES

The V-Rustic channel siding is an important character-defining element. It is repairable on the upper halves of Hopkins Alley, north and south facades. The boardwalk level will require replacement.

#### WINDOW FEATURES

The two pairs of double-hung, divided center mullion windows on the 2nd floor and the single pair on the boardwalk level on the primary elevation facing Hopkins Alley are key character-defining features. The second-floor windows appear repairable; the boardwalk-level windows will need to be replaced. The windows on the south facade are less significant but replacement windows should retain similar design and character.

### WINDOW REPLACEMENT

Marvin Clad Ultimate Double-Hung. 36" x 64"  
4 each @ \$525. = 2,100 b.

JELD-WEN W-2500 Double-Hung, 34" x 60"  
4 each @ \$341. = 1,364 b.

Anderson Double-Hung, 32" x 62"  
4 each @ \$711. = 2,844 b.

### ROOFING REPLACEMENT

Western Red Cedar No. 1 Shingles 16"  
800 sf. @ 25 sf./bdl.= 32 bdl. @ 48.00 1,536 d.

Malarkey "Ecoasis" Asphalt Shingles  
8 squares 800 sf. = @ 206 1,648 b.

Norclad Residential Standing Seam, galv. Steel  
36"-14' = 21 @ 57.00 1,197 c.

### SIDING REPAIR/REPLACEMENT

Channel Siding, Cedar Select Tight Knot  
(1x6x8') 1,800 sf. @ 5" net coverage x 96" = 540  
pieces @ 9.55 \$5,157 a.

Bevel Siding, Cedar Select Tight Knot, Dry  
11/16" x 6" x 8'  
1,800 sf. @ 4 1/2" net coverage x 96" =  
600 pieces @ 7.36 4,416 a.

Fiber cement Lap Siding, Cedarmill finish,  
5/16" x 6 1/4" x 12'  
1,800 sf. @ 5 1/4" net coverage x 144" =  
343 pieces @ 7.63 2,616

Joint Flashing, 343 @ 0.72 247

Siding Corner, 164 @ 0.65 107

Total 2,970 a.

Vinyl Clapboard Siding

5" (twin panel) X 12', @ 142/square 2,556 c.

## 816 HOPKINS ALLEY

### CHARACTER-DEFINING FEATURES

#### ROOF FEATURES

The roof shape, materials (cedar shingles historically) and pitch (12:12 in this case) contribute to the building's character.

#### SIDING FEATURES

The siding was earlier replaced with a mix of vinyl types (north and Hopkins Alley facade, boardwalk level) and asbestos (Hopkins Alley facade upper level) It is recommended that all siding be replaced.

#### WINDOW FEATURES

The two pairs of double-hung, divided center mullion windows on the 2nd floor and the single pair on the boardwalk level on the primary elevation facing Hopkins Alley are key character-defining features. The second-floor windows appear reparable; the boardwalk-level windows, and the windows on the north facade, were recently replaced with vinyl windows inconsistent with the historic character of the building.



### WINDOW REPLACEMENT

Marvin Clad Ultimate Double-Hung. 36" x 64"  
4 each @ \$525 = 2,100 b.

Jeld-Wen W-2500 Double-Hung, 34" x 60"  
4 each @ \$341 1,364 b.

Anderson Double-Hung, 32" x 62"  
4 each @ \$711 = 2,844 b.

### ROOFING REPLACEMENT

Western Red Cedar No. 1 Shingles 16"  
800 sf. @ 25 sf./bdl. = 32 bdl. @ 48.00 1,536 d.

Malarkey "Ecoasis" Asphalt Shingles  
800 sf. = 8 squares @ 206 1,648 b.

Norclad Residential Standing Seam, galv.  
Steel  
36"-14' = 21 @ 57 1,197 b.

### SIDING REPAIR/REPLACEMENT

Channel Siding, Cedar Select Tight Knot, 1 x 6 x 8'  
1,600 sf. @ 5" net coverage X 96" =  
480 pieces @ 9.55 \$5,584 a.

Bevel Cedar Select Tight Knot, 11/16" x 6 x 8'  
1,600 sf. @ 4 1/2" net coverage x 96" =  
533 pieces @ 7.36 3,925 a.

Fiber cement Lap Siding, Cedarmill finish,  
5/16" X 6 1/4"-12'  
1,600 sf. @ 5 1/4" net coverage X 144" =  
303 pieces @ 7.63 2,325

Joint Flashing, 303 @ 0.72 218

Siding Corner, 260 @ 0.65 169

Total 2,712 a.

Vinyl Clapboard Siding

5" (twin panel) X 12', @ 142/square 2,272 c.

NOTE THE SOURCES FOR PRICING INFORMATION (AS NOTED NEXT TO THE SUMMARY NUMBERS) ARE AS FOLLOWS:

A. DUNN LUMBER, SEATTLE, WA

B. HOME DEPOT, BURLINGTON, WA

C. MADISON LUMBER, KETCHIKAN

D. WESTERNGOLD CEDAR, PRINCE OF WALES

## 830 WATER STREET

### CHARACTER-DEFINING FEATURES

Unlike the two prior building examples, the former First City Saloon building is an amalgam of three historic buildings and, over decades of modifications, has lost most of its historic character-defining features. In this case, the remaining character-defining features could be retained and a program to replace original features instituted.

### SITE FEATURES

The piling and timber supports constructed over tidelands is one of the most distinctive features of the neighborhood and this building. The visibility and prominence of the building facades are another important site feature.

### ROOF FEATURES

The slightly sloping roof shape, roof materials and partial false front are consistent with the original three buildings that constitute the present building and with other Hopkins Alley buildings that front Water Street.

### SIDING FEATURES

Virtually every facade has unique siding. The original V-Rustic channel siding shows upon the Young Street facade and partially covered with T1-11. While not original, board-and-batten siding is on the Water Street facade and is a period-appropriate material used on early Ketchikan buildings. The two remaining facades are sided with T1-11 in various stages of disrepair. Much of it requires early replacement and this provides an opportunity to use historically appropriate siding.

### WINDOW FEATURES

The double-hung windows on the Young Street facade are the only remaining double-hungs that once lined the second floors and were paired with storefront windows on the first floors of the original buildings. These few remaining second floor windows appear repairable. As 2nd floor windows need to be replaced, using double-hung window pairs would restore the historic fenestration. Similarly, the historic storefronts serve as excellent examples for replacement of the first-floor windows.



## A CONCEPTUAL DESIGN

This sketch by Ron Kasprisin depicts one idea for revitalizing the south facade. It exemplifies retaining and redeveloping character-defining features. It would develop a viewing/dining deck overlooking Hopkins Hole, add storefront windows to the ground floor and replace the second-floor windows with double-hungs. The existing roof features would be retained; the existing T1-11 siding would be replaced with V-rustic channel or other siding options as outlined below; and a rain marquee would wrap a portion of this facade. The piling and timber railings would complement existing Hopkins Alley boardwalk details. Similarly, the two remaining facades presently in disrepair could be restored with channel or other siding and existing casement windows replaced with double hung windows while retaining existing roof features. The numbers below assume that the Water Street facade would retain its present board and batten siding with casement windows being replaced.



*A building restoration design has not been prepared for 830 Water Street and the extent of siding and window replacement is therefore illustrative only.*

### WINDOW REPLACEMENT

Marvin Clad Ultimate Double-Hung, 36" x 64"

8 pairs @ \$1,050 = 8,400

3 singles @ \$525 = 1,575

Total = 9,975 b.

Jeld-Wen W-2500 Double-Hung, 34" x 60"

8 pairs @ \$680 = 5,440

3 singles @ \$341 = 1,023

Total = 6,463 b.

Anderson Double-Hung, 32" x 62"

8 pairs @ \$1,422 = 11,376

3 singles @ \$711 = 2,133

Total = 13,509 b.

### ROOFING REPLACEMENT

When replacement is required, the roofing solution will likely be a synthetic rubber roofing membrane widely used on low-slope buildings in Ketchikan. The specific material is not a character-defining feature.

### SIDING REPAIR/REPLACEMENT

Channel Siding, Cedar Select Tight Knot, 1 x 6 x 8'

3,340 sf. @ 5" net coverage X 96" =

1,004 pieces @ 9.55 \$9,589 a.

Bevel Cedar Select Tight Knot, 11/16" x 6 x 8'

3,340 sf. @ 4 1/2" net coverage x 96" =

1,113 pieces @ 7.36 8,192 a.

Fiber cement Lap Siding, Cedarmill finish, 5/16" X 6 1/4"-12'

3,340 sf. @ 5 1/4" net coverage X 144" =

633 pieces @ 7.63 4,829

Joint Flashing, 633 @ 0.72 456

Siding Corner, 380 @ 0.65 247

Total 5,532 a.

Vinyl Clapboard Siding

5" (twin panel) X 12', @ 142/square 4,743 c.

NOTE THE SOURCES FOR PRICING INFORMATION (AS NOTED NEXT TO THE SUMMARY NUMBERS) ARE AS FOLLOWS: A. DUNN LUMBER, SEATTLE, WA B. HOME DEPOT, BURLINGTON, WA C. MADISON LUMBER, KETCHIKAN D. WESTERN GOLD CEDAR, PRINCE OF WALES

# APPENDIX A: SELECTED PROPERTY VALUES

## Creek Street Assessed Values

7/21/14

| Neighborhood | Customer No | Owner Name                       | Land Sq Ft | Assessed Land | Assessed Land \$/sf | Assessed Improvements |
|--------------|-------------|----------------------------------|------------|---------------|---------------------|-----------------------|
| Creek St     | 604091      | CITY OF KETCHIKAN                | 623        | 0             |                     | 0                     |
| Creek St     | 607662      | CITY OF KETCHIKAN                | 6,283      | 0             |                     | 0                     |
| Creek St     | 604108      | DOLLY'S HOUSE MUSEUM LLC         | 1,705      | 127,800       | 74.96               | 115,400               |
| Creek St     | 604081      | CITY OF KETCHIKAN                | 1,845      | 0             |                     | 0                     |
| Creek St     | 604102      | CITY OF KETCHIKAN                | 541        | 0             |                     | 0                     |
| Creek St     | 604082      | LINDSLEY PAUL & LINDSLEY CHARLE  | 5,895      | 44,500        | 7.55                | 0                     |
| Creek St     | 604099      | CAPE FOX HOTEL CORPORATION       | 948        | 0             |                     | 0                     |
| Creek St     | 604098      | LAM SHING LUK & SO PIK HA        | 939        | 86,300        | 91.90               | 73,400                |
| Creek St     | 604090      | EAGLES FRATERNAL ORDER OF KTN    | 2,995      | 232,800       | 77.73               | 342,300               |
| Creek St     | 604100      | ZANTUA KANOE & AYME              | 2,984      | 167,600       | 56.17               | 100,000               |
| Creek St     | 604106      | ALASKA PACIFIC BANK              | 4,473      | 237,000       | 52.98               | 255,900               |
| Creek St     | 604092      | CAPE FOX CORPORATION             | 3,292      | 98,200        | 29.83               | 0                     |
| Creek St     | 604097      | DOUGLAS LIVING TRUST             | 1,544      | 132,000       | 85.49               | 105,700               |
| Creek St     | 604089      | CITY OF KETCHIKAN                | 811        | 0             |                     | 0                     |
| Creek St     | 604093      | ABAJIAN STEVE                    | 1,618      | 137,400       | 84.92               | 83,500                |
| Creek St     | 604096      | CAHILL EDWARD                    | 1,902      | 157,800       | 82.97               | 240,400               |
| Creek St     | 604095      | OLIVER MARVIN E & ELLIS BRIGETTE | 1,085      | 97,600        | 89.95               | 0                     |
| Creek St     | 604109      | 28 CREEK STREET LLC              | 3,456      | 233,900       | 67.68               | 60,700                |
| Creek St     | 604094      | CITY OF KETCHIKAN                | 823        | 0             |                     | 0                     |
| Creek St     | 604087      | CREEK STREET HISTORIAL PROPERTY  | 1,065      | 96,100        | 90.23               | 124,700               |
| Creek St     | 604088      | CREEK STREET HISTORIAL PROPERTY  | 2,552      | 180,400       | 70.69               | 208,300               |
| Creek St     | 604107      | CITY OF KETCHIKAN                | 2,364      | 0             |                     | 0                     |
| Creek St     | 604084      | LINDSLEY PAUL & LINDSLEY CHARLE  | 4,291      | 56,600        | 13.19               | 0                     |
| Creek St     | 604085      | LINDSLEY PAUL & LINDSLEY CHARLE  | 1,043      | 0             |                     | 0                     |
| Creek St     | 604086      | LINDSLEY PAUL & LINDSLEY CHARLE  | 1,298      | 67,400        | 51.93               | 0                     |
| Creek St     | 604101      | DECKER ERIKA I                   | 4,722      | 211,100       | 44.71               | 199,000               |
| Creek St     | 604103      | ALASKA PACIFIC BANK              | 3,161      | 121,900       | 38.56               | 0                     |
| Creek St     | 604104      | DOUGLAS KEITH & BONNIE M         | 1,204      | 53,400        | 44.35               | 0                     |
| Creek St     | 604105      | DOUGLAS KEITH & BONNIE M         | 4,687      | 170,800       | 30.03               | 0                     |

SOURCE: KETCHIKAN GATEWAY BOROUGH

## Hopkins Alley Area Assessed Values (Illustrative List)

| Area                  | Customer No | Owners Name                       | Land Area sf | Assessed Land | Assessed Land \$/sf | Assessed Improvements |
|-----------------------|-------------|-----------------------------------|--------------|---------------|---------------------|-----------------------|
| Bayview               |             |                                   |              |               |                     |                       |
|                       | 607057      | Dial, R.L. & L.A.                 | 6,228        | 94,100        | 15.11               | 171,400               |
|                       | 607053      | Bray Revocable Trust              | 1,607        | 26,200        | 16.30               | 139,400               |
|                       | 607054      | Trudeau, B.C (Tr.)                | 2,475        | 69,900        | 28.24               | F                     |
| Upper Bayview         |             |                                   |              |               |                     |                       |
|                       | 607033      | Busch, D. & L.                    | 2,934        | 34,700        | 11.83               | F                     |
|                       | 607034      | Showalter, C.M. & J.P.            | 3,309        | 61,000        | 18.43               | 149,700               |
| Nordby                |             |                                   |              |               |                     |                       |
|                       | 607070      | Karuza, J.A. & M.A.               | 10,150       | 210,100       | 20.70               | F                     |
| Warren                |             |                                   |              |               |                     |                       |
|                       | 600305      | Ketchikan Indian Community        | 5,326        | 74,100        | 13.91               | 221,000               |
| Schoenbar East Offset |             |                                   |              |               |                     |                       |
|                       | 600312      | First City Saloon Inc             | 5,351        | 17,800        | 3.33                | F                     |
|                       | 600313      | First City Saloon Inc             | 4,873        | 37,400        | 7.67                | F                     |
|                       | 600314      | Johansen, M.L & Hall, LL          | 4,092        | 40,000        | 9.78                | 122,800               |
|                       | 600311      | Smith, R.W & Statter, A.L.        | 3,480        | 38,800        | 11.15               | F                     |
|                       | 600317      | Hendricks, R. & J.                | 1,126        | 25,400        | 22.56               | 59,000                |
|                       | 600316      | First City Electric LLC           | 2,408        | 21,000        | 8.72                | F                     |
|                       | 600318      | First City Electric LLC           | 3,402        | 23,300        | 6.85                | F                     |
|                       | 600319      | First City Electric LLC           | 2,822        | 22,000        | 7.80                | F                     |
| Schoenbar West        |             |                                   |              |               |                     |                       |
|                       | 600352      | Tidewater Investors               | 6,905        | 65,400        | 9.47                | 199,900               |
| Lund                  |             |                                   |              |               |                     |                       |
|                       | 600347      | Svenson, A.C. & YarrPSvenson K.R. | 6,577        | 65,200        | 9.91                | F                     |
|                       | 600348      | Svenson, A.                       | 7,870        | 167,300       | 21.26               | 65,300                |
|                       | 600349      | Hansen Bay Company LLC            | 6,076        | 134,100       | 22.07               | 189,600               |
| Dock                  |             |                                   |              |               |                     |                       |
|                       | 607067      | City of Ketchikan                 | 8,371        | F             | F                   | F                     |

SOURCE: KETCHIKAN GATEWAY BOROUGH ASSESSING DEPARTMENT

## **APPENDIX B: HISTORIC MATERIALS SOURCEBOOK**

The tasks of restoring or replacing character-defining features such as siding, windows, doors, and roofs present Ketchikan property owners with the challenge of selecting period-appropriate materials; identifying possible alternative materials; and locating materials sources that are cost-effective and, to the extent possible, locally and regionally procured.

From its 25-year experience in historic preservation and in working with private property owners who have restored historic properties in our community, Historic Ketchikan Incorporated (HKI) developed a sourcebook for materials suppliers who, in HKI's opinion, offer excellent products and good value. In addition, contact information for a few local sawmills is provided below. The owners of these mills may also be capable of replicating roofing and cladding materials used in historic preservation.

### **LOCAL SAWMILLS**

#### **Western Gold Cedar Products**

Block 6 Lot 15 Goose Creek  
Thorne Bay, AK 99919  
(907) 254-8211

#### **JK Forest Products**

401 Goose Creek Subdivision 19169  
Thorne Bay, AK 99919  
(208) 597-4272  
Email: [jkforestproducts@yahoo.com](mailto:jkforestproducts@yahoo.com)

### **CEDAR SIDING**

#### **LS Cedar**

LS Cedar produces all types of cedar siding, shingles, timbers, fascias, and trims.  
19506 Vashon Hwy, SW Vashon, WA 98070  
(206) 463 5535  
[www.lscedar.com](http://www.lscedar.com)

### **ROOFING**

#### **Washington Cedar & Supply**

This company has multiple locations in the Puget Sound area and focuses on cedar roofing materials.  
4040 State Highway 3 W  
Bremerton, WA 98312  
(360) 377 9552  
[www.washingtoncedar.com](http://www.washingtoncedar.com)

#### **Beacon Building Products**

Beacon Building specializes in commercial roofing, waterproofing, and siding.  
2015 112th St S  
Tacoma, WA 98444  
(253) 588 6604  
[www.becn.com](http://www.becn.com)

## **WINDOWS AND DOORS**

### **Dunn Lumber**

Dunn Lumber is a large Seattle lumber and hardware store with a strong record of Alaska support. The company represents leading historic window and door manufacturers (Marvin, Milgard, and others) as well as Northwest wood siding manufacturers.

3801 Latona Avenue NE  
Seattle, WA 98105  
(206) 632 2129  
[www.dunnlumber.com](http://www.dunnlumber.com)

### **Classic Sash and Doors**

This company sells and installs wood or clad windows and represents many of the leading historic window manufacturers (Marvin, Milgard).

1106 SE 6th Avenue  
Portland, Oregon 97214  
(503) 342-0367  
[www.classicsash.com](http://www.classicsash.com)

### **Northwest Door & Sash**

This company manufactures custom wood doors and windows including all related details (sash, jams, sills, casing, etc.). The company also restores historic windows.

303 S 5th St, Ste120  
Springfield, Oregon 97477  
(541) 744 0150  
[www.nwdoorandsash.com](http://www.nwdoorandsash.com)

### **Builders' Hardware & Supply**

This long-established Seattle company deals with a wide range of door and window hardware.

6411 South 216th Street Building F  
Kent, WA 98032  
(206) 281-3700  
[www.builders-hardware.com](http://www.builders-hardware.com)

## **SALVAGE**

The opportunities for acquiring used and low-cost materials are available but, because we don't yet have organized salvage facilities in Ketchikan, it often requires sourcing in the Seattle area and then barging via AML or Samson Towing. Here are recommended sources in the Seattle/ Tacoma area:

### **Earthwise Architectural Salvage of Seattle**

The warehouse is stocked with a wide range of historic windows, doors, lights, hardware, etc. Close to barge lines to Ketchikan.

3447 4th Avenue S  
 Seattle, WA 98134  
 (206) 624 4510  
 Email: [seattle@ewsalvage.com](mailto:seattle@ewsalvage.com)

### **Earthwise Architectural Salvage of Tacoma**

628 E 60th St  
 Tacoma, WA 98404  
 (253) 476 7837  
 Email: [tacoma@ewsalvage.com](mailto:tacoma@ewsalvage.com)

### **Second Use Building Materials**

The yard and warehouse are stocked with a wide range of reclaimed building materials including siding, wood gutters, windows, doors, and flooring. Also close to barge lines.

3223 6th Avenue S  
 Seattle, WA 98134  
 (206) 763 6929  
[www.seconduse.com](http://www.seconduse.com)

### **Ballard Re-Use**

Building supply store featuring a range of reclaimed, used and donated building materials.

1440 NW 52nd St.  
 Seattle, WA 98107  
 (206) 297 9119  
[www.ballardreuse.com](http://www.ballardreuse.com)

### **Special Products for Restoration Abatron**

This is the premier product for wood repair and replacement for such projects as restoring windows, replacing rot, resurfacing trim, filling nail holes, etc. and performs better than other wood consolidant products in Ketchikan's wet climate. (Can be ordered directly or via Madison Lumber)

### **Abatron**

5501 - 95th Avenue  
 Kenosha, WI 53144 USA  
 (800) 445-1754  
 Email: [info@abatron.com](mailto:info@abatron.com)

### ***DESIGN CONSULTANT***

### **Historic Ketchikan Inc.**

306 Main St Ste 232  
 Ketchikan, AK 99901  
 (907) 225-5515  
 Email: [info@historicketchikan.org](mailto:info@historicketchikan.org)

## APPENDIX C: RECOMMENDATIONS FROM HKI

### ACCESS TO/FROM THE WATERFRONT AND DOWNTOWN

As indicated in Part One, buildings fronting on Water Street, backing onto Hopkins Alley, have relatively high occupancy and a variety of uses potentially marketable to both residents and visitors. However, even the Water Street frontages of these properties currently do not capture the seasonally intensive flow of visitor traffic arriving at Berths 3 and 4, just across Water Street. Except for a single guided walking tour, Hopkins Alley itself receives almost no visitor traffic, and except at Bauer Way, buildings within the Alley currently house no business premises offering goods and/or services to visitors.

Newtown/Hopkins Alley can be revitalized by improving the neighborhood's access to cruise visitors, especially those arriving at Berths 3 and 4. At present, only a fraction of cruise visitors reach the sidewalk on the landward side of Water Street, most are seen following the Sea Walk seaward of Water Street to and from Downtown, bypassing retail premises on the landward side of Water Street and available access to Hopkins Alley. Conditions that cause this flow of visitor traffic include the following:

### HISTORIC SIGNIFICANCE OF THE NEWTOWN/HOPKINS ALLEY NEIGHBORHOOD IS NOT CONSPICUOUS:

Hopkins Alley is the center of a neighborhood that illustrates the development of Ketchikan's real estate, infrastructure, and architecture from its foundation to the present, incorporating pedestrian/ vehicle trestles, pedestrian boardwalks, and stairs, with adjacent wood-frame buildings constructed on timber foundations, staged in three tiers from tidelands to hillside. While expansion of Water Street as a thoroughfare and addition of the Sea Walk have more recently added to development in this area, the original structures and historic character of the neighborhood have survived. Except at Creek Street and Thomas Street, this pattern of development can be seen only in fragments in other parts of Ketchikan, where extensive alteration of the shoreline obscures part of their history. The Hopkins Alley neighborhood can be of significant interest to visitors; visitor traffic induced by the neighborhood's heritage can provide income to its private property owners, expand Ketchikan's retail sector, enable maintenance of historic premises, induce historically compatible in-fill development, and increase Ketchikan's sales and real estate tax revenues.



*The view of the Newtown/Hopkins Alley storefronts from a cruise ship at Berth 3*

The character of the Hopkins Alley neighborhood, its Water Street frontage, and the residential tiers of Bayview and Warren, G., and Harding Streets can be called out to visitors arriving at Berths 3 and 4, by a walking tour, advertised by prominent and conspicuous brochures, maps, directional and interpretive signage, colorful buildings, pedestrian shelters and amenities. By incorporating routings entering Hopkins Alley at its south end (Barber Street), and at Bauer Way, then climbing via the Barber Street/Bayview Street, Warren Street, and Harding Street stairs and trestles, this walking tour can enable visitors to experience the historic neighborhood while capturing views of Tongass Narrows, the port, cruise ships, and Casey Moran Harbor's working waterfront from the heights above.

An obvious way to introduce the Newtown/Hopkins Alley neighborhood to visitors interested in cultural and heritage tourism, a substantial tour market, as well as to residents who care about and are motivated by community aesthetics, is as simple as "Paint-Up/Fix-Up!" From the Sea Walk, the three-block length of the Newtown/Hopkins Alley neighborhood is highly visible, including the Water Street frontage and the two main entrances to Hopkins Alley, at its south end and at Bauer Way.

Existing buildings on the landward side of Water Street typically date from Ketchikan's early history, and typically have been maintained and refurbished without use of historical materials and details; this can still be corrected, enabling the Water Street frontage to display the historic heritage of the neighborhood and the cultural interest in design that influenced Ketchikan's early settlers, business owners, and crafters who built the city. A number of these buildings still exhibit vestiges of their original materials and details, capable of being recaptured and specified for building remodels; for other buildings that have been more extensively altered, historic photos can reveal original details. Property owners' incentive to invest in such improvements can be provided by evidence that historic preservation means business for districts adopting it—Ketchikan's Creek Street is an outstanding local example, for which Ketchikan Gateway Borough Assessor's records indicate profitable appreciation of property values resulting from historic restoration.



*While very visible, the storefronts along Water Street lack sufficient color and historic expression to attract visitors from the SeaWalk.*

Restored historic districts in other communities, and documentation of the appeal of cultural and heritage tourism provide other examples. The alignment of the Sea Walk with a continuous view of the landward side of Water Street is an excellent advantage in introducing the historic appeal of the neighborhood.

It can be emphasized, justifying public investment in historic preservation of the Newtown/Hopkins Alley neighborhood's buildings, that with few exceptions these buildings represent the first generation of development in Ketchikan, illustrating the scale, size, and design features, such as storefronts, and mixed-use (commercial ground floors and residential seconds) that were adopted upon the city's founding, motivated by the dense water-related town site,

and waterfront commercial opportunities available to the founding generation of citizens. These characteristics are shared by the Creek Street and Thomas Street historic neighborhoods, with Newtown/Hopkins Alley providing an excellent example of three tiers of connected trestles and stairs, beginning at tidewater. An important feature of the Newtown/Hopkins Alley neighborhood is that the buildings fronting Water Street are still functional as commercial storefronts.

**ACCESS FROM THE SEA WALK IS IRREGULAR, CIRCUITOUS, AND INCLUDES HAZARDS TO PEDESTRIANS AND VEHICLES:**

Currently, access to Newtown/Hopkins Alley from the seaward side of Water Street and the Sea Walk is via four crosswalks, 1) at the north portal of the Front Street/Water Street tunnel, 2) across from Barber Street stairs and the south entrance to the Alley, 3) across from the derelict former Marine Bar property at 726 Water Street, and 4) across from the electrical contractor's storage/wholesale/retail premises at 918 Water Street. Spacing between these crosswalks is irregular, with approximately one city block only between crosswalks numbered 2) and 3), and approximately two city blocks between crosswalks numbered 1) and 2), and 3) and 4). One of the four crosswalks numbered 2), across from Barber Street, does lead directly to the south entrance to Hopkins Alley itself, however, access to the north end of the Alley is circuitous. Access to the intersection of Bauer Way and Water Street, which could provide centrally located access between Water Street and Hopkins Alley, and excellent walking tour loops, is from crosswalks numbered 3) and 4), each about the equivalent of one block from the end of Bauer Way, along Water Street.

The addition of a crosswalk over Water Street at the intersection of Bauer Way and Water Street, midway between crosswalks numbered 3) and 4), above, can facilitate access to the Hopkins Alley neighborhood, at a central portal to the Alley. This crosswalk can regularize access between the Newtown/Hopkins Alley neighborhood in pedestrian-friendly one-block intervals. At both this crosswalk and the crosswalk numbered 2), across from the Barber Street stairs and the Alley's south entrance, directional and interpretive signage on the Sea Walk can illustrate the alternative pedestrian route and additional variety of tour and shopping alternatives available along the landward side of Water Street and, potentially, within Hopkins Alley.



Beyond the south end of Hopkins Alley, the crosswalk numbered 1) crosses Water Street adjacent to the north portal of the Front Street/Water Street tunnel; this crosswalk has the following defects:

- Pedestrians' view of vehicles approaching the crosswalk through the tunnel may be obscured by the "light tunnel" effect of natural brightness at the crosswalk, exacerbating the shading of the dark interior of the tunnel, creating a hazard to pedestrians.
- Drivers of vehicles coming through the tunnel can see only the landward half of the crosswalk, which is exposed at the tunnel's north portal; to the drivers' left the half of the crosswalk over the seaward lane of Water Street is totally obscured, this lack of sight distance is a hazard to pedestrians intending to cross both halves of this crosswalk, as most do.
- For pedestrians taking the crosswalk across the seaward lane of Water Street, there is no obvious indication that vehicles can be expected to exit the tunnel through the portal immediately ahead, a hazard to pedestrians crossing from the seaward side of Water Street, especially if running, pushing strollers, preoccupied with children, or visually or hearing impaired, therefore distracted or unable to see and/or hear vehicle traffic oncoming at the tunnel portal.
- For vehicles making a U-turn from the tunnel's north portal, across the seaward lane of Water Street, there is no view of the crosswalk in the seaward lane until the vehicle is immediately at the crosswalk. This creates a hazard to pedestrians taking this half of the crosswalk. The possible need for vehicles to suddenly stop at this crosswalk when pedestrians come into view immediately ahead creates a collision hazard, both with pedestrians and with vehicles following through the tunnel.
- This crosswalk number 1) is approximately two blocks from the next crosswalk numbered 2) at the north end of Hopkins Alley (Barber Street), an unnecessarily long gap for pedestrians from the seaward side of Water Street and Berth 3 who are walking toward Hopkins Alley.

The above conditions and hazards can be addressed by moving the crosswalk numbered 1) at the north portal of the tunnel to a new location north of its present location, where the entire crosswalk would be completely in view of vehicles exiting the tunnel, and where it would not intersect the U-turn route of vehicles exiting the tunnel and turning south via the seaward lane of Water Street. Curb bulbs at this location can facilitate pedestrian traffic and enable siting directional signage illustrating the continuing route to Hopkins Alley.

### **THE TUNNEL IS AN UNATTRACTIVE ACCESS TO/FROM THE DOWNTOWN AND BERTHS 1 & 2**

Ketchikan's unnamed tunnel, dedicated in 1954, provides a unique connection between Downtown and the Newtown/Hopkins Alley neighborhood. The tunnel is heavily used, carrying all northbound vehicle traffic between Front Street and Water Street, along with a substantial percentage of both northbound and southbound pedestrian traffic. For pedestrian traffic, the tunnel provides both a shortcut and a rain-sheltered walkway to/from Downtown.

The tunnel is distinctive; it is the only vehicular tunnel within an Alaskan city and was constructed with the intent of avoiding demolition of both the historical Knob Hill residential neighborhood, which survives above it today, and, to seaward, a primary waterfront industry of the early-to-mid 20th Century, Ketchikan Cold Storage, the latter later demolished to widen Water Street.

The seaward side of the tunnel's north portal includes a tiny enclave that initially featured the Chief Skowl totem pole, an innovative rendition of Haida totem art, in which patriotic and historical figures are commemorated in totemic style. The pole was taken down when it had structurally deteriorated and is in storage at the Totem Heritage Center, a possible candidate for replication. Since its construction 62 years ago, the tunnel has received minimal maintenance; currently, although functional, it is in a deteriorated state, with the following issues:

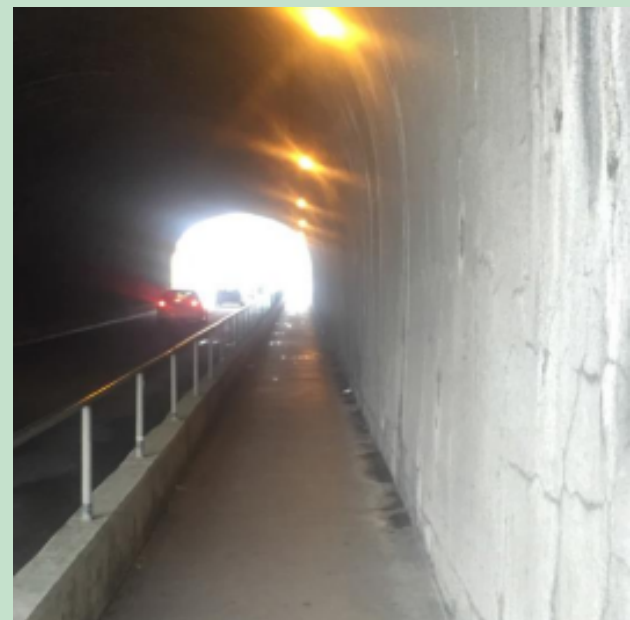
- Significant leakage has cracked and stained the rough concrete interior finish, which now presents a subterranean image, darkened by vehicle exhaust, and replete with stalactite-like drainage seams and drips and puddles of down-flowing grout material on the pedestrian sidewalk and driveway.
- Lighting is extremely dim, exacerbated by the exhaust-stained dark interior, unappealing and potentially unsafe for pedestrians.
- Sidewalk guardrail spacing does not meet a reasonable pedestrian safety standard; because the sidewalk at 5½ feet wide is narrow for two-way pedestrian traffic, walkers, especially children, may be pressed close to moving vehicles, without sufficient restraint by the guardrail.
- The tunnel portals are overgrown, implying a lack of maintenance for the tunnel as a whole.
- The tunnel is noisy from the echoing of passing vehicles.



*South Portal, 2016*



*North Portal, 1966, with Chief Skowl Pole*



*Tunnel interior near south portal*

## **WATERFRONT AND DOWNTOWN ACCESS IMPROVEMENT PROJECTS**

The Historic Ketchikan team has identified nine projects that would improve access to the waterfront and downtown via a range of streetscape and pedestrian enhancements, gateway improvements, rain protection, signage and walking tours, public open spaces, public art, and tunnel enhancements. Each has been tentatively estimated pending further project definition and the likely partnerships needed to implement the projects have been identified. In all cases, the neighborhood residents and businesses must be involved; in some cases, entities outside the community such as the Alaska Department of Transportation and Public Facilities will have a role. It is anticipated that the Ketchikan Gateway Planning Department will conduct a neighborhood public process to further define priority projects. At least four projects will be selected for cost estimation and further design development. It is anticipated that upon review with neighborhood property owners, businesses, and residents, additional priorities may be established, and further analysis will be carried out on selected projects. Historic Ketchikan is prepared to assist with project development in every way possible.

The nine projects described on the following pages (not listed by priority) are as follows:

- **Hopkins Alley South Entrance Gateway**

This project is a set of improvements (signage, shelter, pedestrian amenities) that are designed to create the best first impression of the neighborhood for Berths 3 and 4 visitors.

- **Marine Bar Area Gateway and Sea Walk Connections**

This project addresses similar gateway enhancements at an existing crosswalk and identifies steps to reduce the barrier to crossing Water Street presented by the guardrail and gap of open water.

- **Bauer Way Gateway**

This gateway would be new and would enable pedestrian-friendly access between the Sea Walk and Hopkins Alley at one-block intervals.

- **Interpretive Signage**

New interpretive signs on buildings and sites will form the basis for a neighborhood walking tour, create heritage destination appeal, and attract visitors to the neighborhood.

- **Self-Guided Walking Tour Brochure and Interactive Signage**

This project will work with the neighborhood to create both a digitally enabled walking tour as well as a hard copy option modeled after the Historic Ketchikan walking tour.

- **Paint-Up/Fix-Up Program**

Historic Ketchikan would assist property owners with building facade design and color selection to create colorful, attractive storefronts to enhance visitor destination appeal.

- **Access Improvements North of Tunnel**

This project will enhance pedestrian safety and comfort to increase accessibility from Downtown and Berths 1 and 2

- **Tunnel Enhancements**

The unattractive tunnel interior will be the focus of this project with the intent of further enhancing its special connecting role between Newtown and Downtown.

- **Tidelands Cleanup**

A volunteer project, this activity will address the many decades of deposits of junk on the visible tidelands along Hopkins Alley.

## PROJECT 1: HOPKINS ALLEY SOUTH ENTRANCE GATEWAY:

This entrance is located at the intersection of Water Street and Hopkins Alley, adjacent to the historic Flatiron Building, at the bottom of the Barber Street stairs. The “wye” between Water Street and Hopkins Alley at this entrance also leads north to retail premises fronting Water Street, while Barber Street climbs to join the Bayview Street stairs and trestle. These interfaces make this entrance an excellent hub for pedestrian traffic routed through a circuit of Water Street, Hopkins Alley, and Barber/Bayside stairs and trestles to the neighborhood’s retail premises, and to the residential tiers of Warren, G., and Harding Street above.

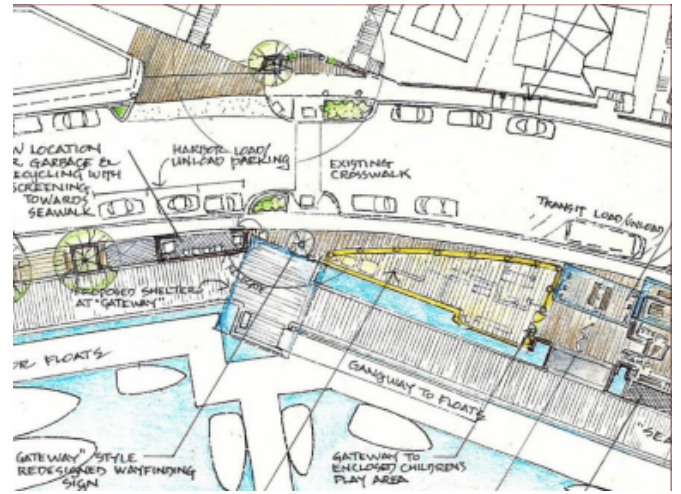
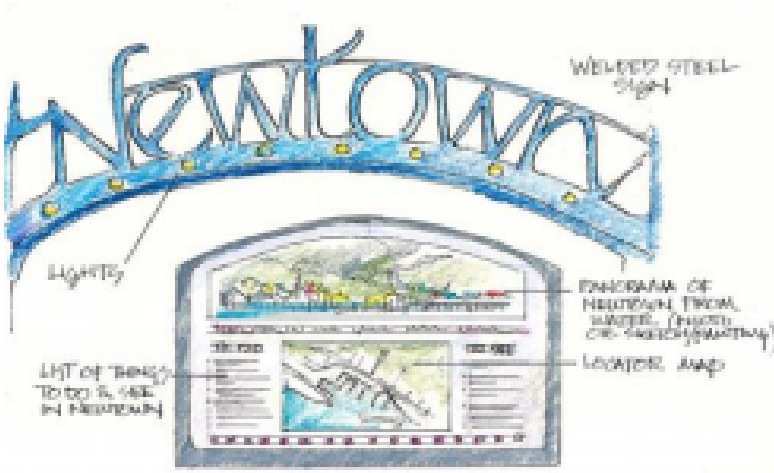


The crosswalk over Water Street at this location provides convenient access but is not currently well-developed or marked. It lies at the end of a 200-foot-long guardrail on the Sea Walk, which creates a lengthy visual barrier to a Water Street crossing. This crosswalk’s appeal to pedestrians, especially visitors from nearby Port Berths 3 and 4 is not clear; a first step in improving access to the Newtown/ Hopkins Alley neighborhood is to redevelop this crosswalk with several simple and economical improvements.

Currently, there is a directional signpost at this crosswalk, indicating several possible walking directions, without description of routes, waypoints, or destinations. The most conspicuous features within and adjacent to the crosswalk are the solid waste dumpster and the shelter of an oily waste disposal receptacle, the latter is the most prominent feature standing taller than the Sea Walk guardrail.

This may be addressed by adding to the directional signage announcing the crosswalk at its seaward end, on the Sea Walk, by relocating the dumpster to the other side of the Sea Walk, near the top of the Casey Moran Harbor access ramp, where it can more conveniently serve the harbor without interfering with the approach to the crosswalk. The oily waste receptacle can be relocated to the supplemental utility platform adjacent to the crosswalk opposite 726 Water Street, where an additional platform area and adjacent Water Street frontage can be organized and marked for access by harbor service vehicles, including solid waste and oil waste removal and cleaning equipment.

This crosswalk does not lead visually to a prominent or clear destination on the other side of Water Street. This may be addressed by installing gateway signage on either or both sides of Water Street, calling this out as a key entrance to the Newtown/Hopkins Alley neighborhood. On the Sea Walk side, this signage can be in the form of an actual gateway, standing prominently higher than the Sea Walk and Water Street guardrails.



**NEWTOWN/HOPKINS ALLEY SOUTH ENTRANCE ELEVATION**

It is recognized that the “zebra” crossing of Water Street is a standard State highway feature and difficult to change, however, for the rest of the crosswalk, beginning at the Sea Walk and extending toward Water Street, it is possible to install continuous common surfacing of the pedestrian way. The same detail can be resumed on the landward side of Water Street. The colorful gateway would be visible from both Berths 3 and 4. The shelter and interpretive signage on the seaward side would provide a respite from the flow toward downtown and would invite passersby to cross Water Street. The gateway, interpretive signage, and pedestrian enhancements on the landward side would be a further inducement to visit the Newtown/Hopkins Alley neighborhood shops, walks, and historic sites.

**PARTNERSHIPS**

Property owners; HK; City of Ketchikan Public Works; Ketchikan Gateway Borough Planning Department; and others.

**ESTIMATED COSTS: PHASE ONE 1ST YEAR:**

Approximately \$175,000 for design development, interpretive signage, landscape and pedestrian amenities, shelter on seaward side and crosswalk improvements. The improvements to Harborview Park and a bus shelter could be funded from Transit and Parks & Recreation grant funds.

**FUNDING SOURCES**

The cost of design, construction and signage will be met by CPV funds.



## PROJECT 2: MARINE BAR AREA GATEWAY AND SEA WALK CONNECTIONS

This entrance is located across from the former Marine Bar and is the first opportunity for southbound Berth 4 visitors traveling the Sea Walk to access the Newtown/Hopkins Alley area. The crosswalk over Water Street at this location provides convenient access, but, like the south entrance, is not currently well-developed or marked. It lies at the north end of a 200-foot-long guardrail on the Sea Walk, which creates a lengthy visual barrier to a Water Street crossing and a “fence” that guides pedestrians toward the Downtown. There is a directional signpost at this crosswalk, indicating several possible walking directions, without a description of routes, waypoints, or destinations nor any sense of “welcome” to the neighborhood.



Present gateway seaward of the former Marine Bar

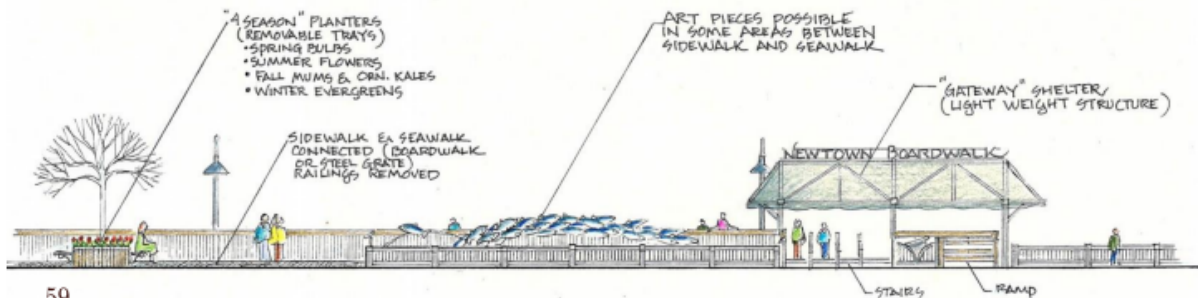


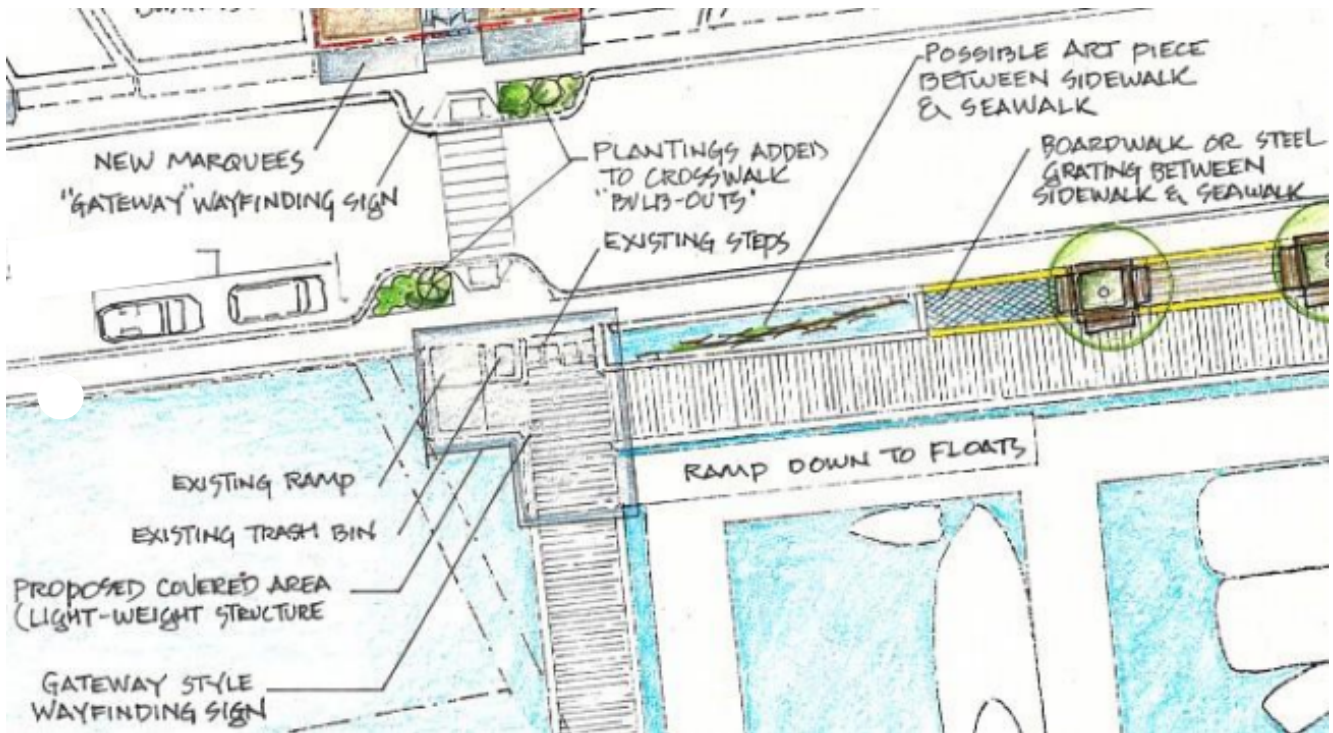
Present guardrail barrier separating the Sea Walk from the Water Street sidewalk

There are several options to enhance this gateway and mitigate the visual barriers. Between the corner of the Sea Walk opposite the Marine Bar and the crosswalk at the south entrance to Hopkins Alley, it is possible to install decorative signage along the guardrail; a school of salmon swimming along the guardrail has been graphically suggested, to break up the lengthy impression that the guardrail is primarily intended to impede crossing to landward.

Further consideration and planning can be given to either intermittent or continuous bridging of this section of the Sea Walk with Water Street, eliminating both the Sea Walk’s landward guardrail and the seaward guardrail on the Water Street sidewalk.

The sketches below and on the following page illustrate enhancements to this gateway.





This plan illustrates the enhancements that would draw pedestrians to the Newtown/Hopkins Alley neighborhood at this gateway. A shelter would provide respite from the rain and provide opportunities for interpretive signage, walking tour maps, and information about the businesses across Water Street. Landscaping additions and “bulb-outs” could reduce the crosswalk distance and create a sense of entry to the neighborhood. Bridging the space between the sidewalk and the Sea Walk (as was done near Harborview Park) would diminish the barrier and join the neighborhood with its waterfront.



*This 10' x 25' timber bridge connecting the Sea Walk with Harborview Park was added in 2012 at a cost of approximately \$60,000.*

### **PARTNERSHIPS**

Property owners; HK; City of Ketchikan Public Works; Ketchikan Gateway Borough Planning Department; neighborhood association; local architect to be determined; and others.

### **ESTIMATED COSTS:**

Approximately \$100-200,000 (depending on optional components) for design development, interpretive signage, landscape and pedestrian amenities, shelter on seaward side and crosswalk improvements.

### **FUNDING SOURCES**

The cost of design, construction and signage will be met by CPV funds. .

Sightseeing pedestrians can be attracted to loop routings; additional access creating attractive loops can be provided between the north end of the Sea Walk and Bauer Way, one of two forks in the north end of Hopkins Alley, encouraging loop traffic passing the Water Street retail frontage, into Hopkins Alley itself, and on to hill climbs on trestles above via stairs at Warren Street and Barber Street. On its seaward end, adjacent to “Shops at the Cannery,” the approach to this crosswalk can encourage pedestrians to walk along the south side of existing buildings, while on the landward end, it can lead to a historic “watering hole” and a variety of retail premises.



*NEW SIDEWALK OPPOSITE THE BAUER WAY ENTRANCE TO HOPKINS ALLEY*

This crosswalk can be developed in the same way as the south entrance to Hopkins Alley and at the gateway near the former Marine Bar, described above. There is now no crosswalk at this location, and the pedestrian route between the north end of the Sea Walk and Water Street is capable of being improved by gateway signage, directional and interpretive signage and displays, and continuous common surfacing; restoration of building facades on the landward side of Water Street can reinforce pedestrians’ incentive to cross Water Street at this point.

Directional signage at this crosswalk can feature loop routings available between Bauer Way, Hopkins Alley’s main stem, and Young Street Alley to the north; each of these routings can feature a selection of pedestrian loops, with or without hill climbs via Warren Street and Barber/ Bayview Street stairs and trestles.

### **PARTNERSHIPS**

Property owners; HK; Alaska Department of Transportation & Public Facilities; Ketchikan Gateway Borough Planning Department; neighborhood association; and others.

### **ESTIMATED COSTS:**

Approximately \$100,000 for crosswalk/bulbouts design and development, gateway and interpretive signage, and construction.

### **FUNDING SOURCES**

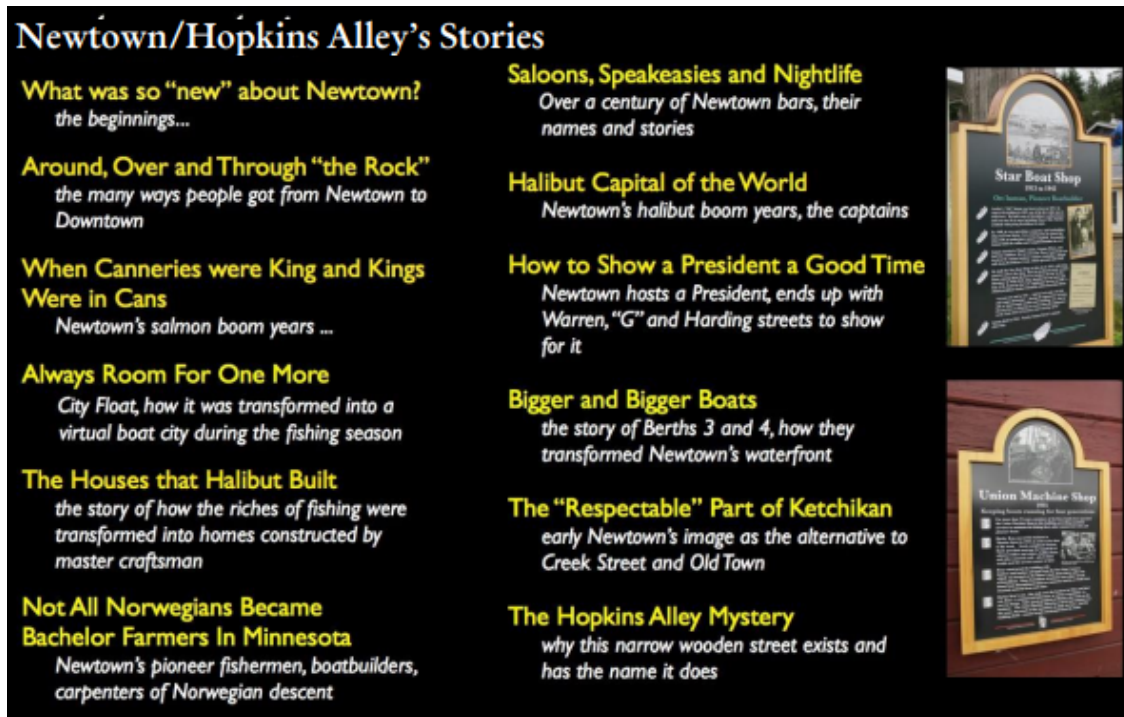
The cost of design and development will be met by CPV grants and FHWA funds.



*THE LARGE WOOD DECK AT THE ENTRY TO 1ST CITY SALOON AND THE FOOT OF BAUER WAY PROVIDES AN ATTRACTIVE GATEWAY TO HOPKINS ALLEY*

## PROJECT 4: INTERPRETIVE SIGNAGE

The purpose of interpretive signage is to communicate interesting information about places, people, buildings, and events that have significance to our community and heritage. The signs can form the basis for a neighborhood walking tour, create heritage destination appeal, and attract visitors to the neighborhood. Ketchikan has a popular, successful interpretive signage program (“Colorful Characters & Places”) that has been implemented in the Creek Street and Stedman/ Thomas Streets neighborhoods, and an extension of this program to the Newtown/Hopkins Alley neighborhood is a logical step. Historic information that has already been developed in the Newtown Historic Survey provides the basis for signage and some of the story titles are suggested in the graphic below:



10 signs would be developed for the area within the historic area defined elsewhere in this report and would be placed on designated buildings and sites. In addition, one interpretive sign would be placed at each of two key gateways on the seaward side of Water Street (two total). The gateway signs will introduce Sea Walk pedestrians to the heritage attractions within the historic area. All signs will benefit from lessons learned from earlier phases of the Colorful Characters & Places signage program and use materials such as anodized aluminum, porcelain, or polycarbonates to facilitate greater ease of maintenance. The signs may also utilize interactive QR codes linked to a self-guided walking tour (see Project 3) to expand user access to heritage information.

### PARTNERSHIPS

Property owners; HK; Historic Commission; Ketchikan Gateway Borough Planning Department; neighborhood association; contracted sign production firm; and others

### Estimated Costs:

Approximately \$25,000 for historic research, sign design, management, physical production and installation.

### FUNDING SOURCES

The cost of the first-year program management and technical assistance will be met by CPV funds and possible Federal/State historic preservation grant.

## PROJECT 5: SELF-GUIDED WALKING TOUR BROCHURE AND INTERACTIVE SIGNAGE

Access improvements will be most effective if visitors have incentives to utilize available access. The informational, and interpretive signage described in Project 2 would be developed in coordination with a self-guided Walking Tour. The story of Newtown/Hopkins Alley would be told digitally via QR readers installed on the signs and a complementary “hard-copy” brochure would also be available. At key gateways, such as crosswalks at Hopkins Alley South, the Marine Bar area and Bauer Way, it is important to prominently feature information on visitor attractions, facilities, and services available on the landward side of Water Street and in Hopkins Alley. In addition to indicating facilities and services available today, this information can indicate how the neighborhood’s commercial frontage has both developed and stayed the same during the century since its initial development.



OPTIONAL WALKING TOUR ROUTES

Developing the walking tour can utilize the picturesque boardwalks, stairs, and trestles that now exist in the neighborhood, as well as waypoints newly developed to feature overlooks and photographic views of the neighborhood, port, cruise ships, and small craft in Casey Moran Harbor. One special location for the addition of a waypoint view platform is at the top of the Warren Street stairs, overlooking the Alley and the waterfront.

The gateway signage on the Sea Walk can feature a point for smartphone access to a QR reader that loads a walking tour app to the visitors’ electronic device; this can then be used in following a self-guided walking tour of the neighborhood. This app can incorporate public information on the neighborhood’s heritage, and array of retail facilities and services, with links to advertising by commercial premises in the neighborhood. A printed walking tour brochure would also be prepared and distributed at businesses in the neighborhood, visitors’ centers as well as at gateways along the Sea Walk.

### **PARTNERSHIPS**

Property owners; HK; Historic Commission; Ketchikan Gateway Borough Planning Department; neighborhood residents; local printers; and others.

### **ESTIMATED COSTS:**

Approximately \$25,000 for walking tour design, map design, digital technology design, management and printing.

### **FUNDING SOURCES**

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



A HARD COPY BROCHURE COULD BE MODELED AFTER THE HK WALKING TOUR MAP PRODUCED EACH YEAR FOR THE COMMUNITY

## PROJECT 6: PAINT-UP/FIX-UP PROGRAM



Expansion of HK's long-time Paint-Up/Fix-Up program could help create visually appealing street fronts on Water Street and along the alley that can be an invitation to visitors, especially from Berths 3 and 4. Attractive paint colors and cleaned-up facades can highlight the many potentially distinctive historic buildings.



*HK DESIGN AND  
PAINT COLOR  
ASSISTANCE FOR  
THE TOBIN  
BUILDING*

Business and property owners and neighborhood groups will be provided with a range of needed building assistance, including paint color selection advice, architectural, engineering and permitting assistance, reduced paint and materials costs, paint preparation advice, and access to special equipment (ladders, scaffolding, lifts, etc.). The project will have quick, tangible results with a small investment. Start-up costs are minimal since this is an established program that has provided assistance to over 150 Ketchikan property owners.

A Paint-Up/Fix-Up Program will encourage private restoration of Hopkins Alley's older, dilapidated, or historic properties, and this, in turn, will create colorful, attractive storefronts to enhance visitor destination appeal. The program will help retain businesses and jobs, add local employment opportunities, increase business activity, and add sales and property tax revenues.

### **PARTNERSHIPS**

Property owners; HK; City of Ketchikan Public Works; Ketchikan Gateway Borough Planning Department; neighborhood association; and others.

### **Estimated Costs:**

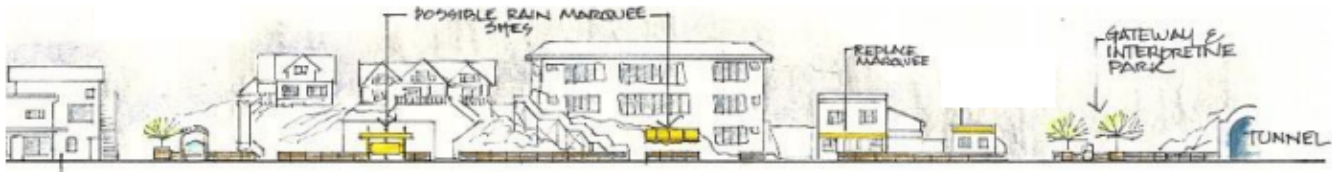
Approximately \$25,000 for walking tour design, map design, digital technology design, management and printing.

### **FUNDING SOURCES**

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

## PROJECT 7: ACCESS IMPROVEMENTS NORTH OF TUNNEL

While the tunnel provides a rain-sheltered walkway from/to the Downtown, there is a long stretch of unprotected walkway from the tunnel's north portal to the south entrance of Hopkins Alley and the businesses along Water Street. This serves as a year-round deterrent to accessing the businesses and activities of the Newtown/Hopkins Alley area. In addition, the lack of protection from moving traffic along portions of this walkway is a safety issue. In order to improve access, intermittent rain marquees (similar to that at Front and Dock Street) could be installed along the exposed area from the north tunnel portal to the Hopkins Alley entrance. In addition, boardwalk railings could be installed along the exposed areas of sidewalk. The following sketches illustrate these access improvement projects:



### PARTNERSHIPS

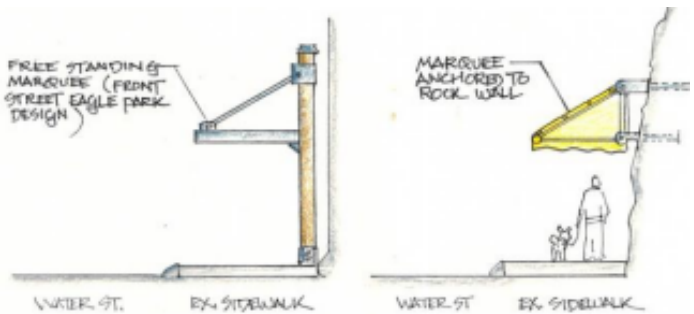
Property owners; HK; Historic Commission; Ketchikan Gateway Borough Planning Department; neighborhood association; contracted sign production firm; and others

### Estimated Costs:

Approximately \$25,000 for historic research, sign design, management, physical production and installation.

### FUNDING SOURCES

The cost of the first-year program management and technical assistance will be met by CPV funds and possible Federal/State historic preservation grant.



These access improvements would be designed in coordination with other improvements identified elsewhere in this report including the interior tunnel improvements, modifications to the north tunnel portal crosswalk, interpretive signage at both tunnel portals, and the south entrance to Hopkins Alley improvements described in Project 1 above.

## PROJECT 8: TUNNEL ENHANCEMENTS

While the tunnel provides a rain-sheltered walkway from/to the Downtown, there is a long stretch of unprotected walkway from the tunnel's north portal to the south entrance of Hopkins Alley and the businesses along Water Street. This serves as a year-round deterrent to accessing the businesses and activities of the Newtown/Hopkins Alley area. In addition, the lack of protection from moving traffic along portions of this walkway is a safety issue. In order to improve access, intermittent rain marquees (similar to that at Front and Dock Street) could be installed along the exposed area from the north tunnel portal to the Hopkins Alley entrance. In addition, boardwalk railings could be installed along the exposed areas of the sidewalk. The following sketches illustrate these access improvement projects:

- Stop leakage affecting the interior finish of the tunnel, and possibly jeopardizing its integrity.
- Restore the interior finish, using light-colored, reflective, and stain-resistant materials
- Restore the sidewalk finish and adapt the sidewalk guardrail to meet current safety standards.
- Clean and restore the north and south portals
- Upgrade interior lighting, especially to the pedestrian sidewalks
- Restore and re-install the Chief Skowl totem, which traditionally announced the entry portal to Downtown Ketchikan
- Install informative signage at both north and south portals, showing the way toward significant features of both Downtown and Newtown/Hopkins Alley.

In addition, a key project is to develop a design concept for creating an attractive and inviting tunnel interior. It is recommended that a design competition be held under the auspices of the Ketchikan Area Arts and Humanities Council to identify tunnel arts and media that will re-imagine the tunnel architecture with the intent of creating an inviting passageway link between the Downtown and the Newtown/Hopkins Alley neighborhood. The scope would include visual arts, lighting as well as sound. The interior would be designed to be enjoyed from vehicles as well as by pedestrians.



*THE VEHICLE TUNNEL AT THE BREMERTON, WASHINGTON FERRY TERMINAL EMPLOYS WALL SCONCES FOR A BRIGHT, INVITING INTERIOR AND THE TUNNEL WALLS ARE "FORESTED" WITH BAS RELIEF OF NORTHWEST TREES TO GIVE A THREE-DIMENSIONAL EFFECT.*

### **PARTNERSHIPS**

Property and business owners; HK; City of Ketchikan Public Works; Ketchikan Gateway Borough Planning Department; AK Department of Transportation & Public Facilities; and others.

### **Estimated Costs:**

The estimate for safety and structural improvements must grow from ADOTPF analysis; the suggested cost of the design competition is \$10,000 and the costs of design improvements will grow from the winning design concept.

### **FUNDING SOURCES**

FHWA funds (tunnel structure/safety improvements) and CPV funds (design improvements)

## PROJECT 9: TIDELANDS CLEANUP

An unfortunate by-product of historic development over tidelands is the habit of early settlers and more recent tideland occupants, to use the tidelands as a dumping ground. In the Hopkins Alley neighborhood, this has led to a century's accretion of detritus, most of which now pre-dates the oldest current property owners. Tideland cleanup is therefore an appropriate task for a municipal program, which is capable of enhancing the appearance of this distinctive neighborhood feature.



### **PARTNERSHIPS**

Property owners; HK; City of Ketchikan Public Works; Ketchikan Gateway Borough Planning Department; neighborhood association; neighborhood residents and others.

### **Estimated Costs:**

No cost, assuming a neighborhood volunteer clean-up and possible support from City of Ketchikan Public Works or Ketchikan Gateway Borough Public Works.

### **FUNDING SOURCES**

Not applicable.

This project involves organizing a neighborhood volunteer event that would organize waste materials, removing those that can be placed in a pickup truck for delivery to the landfill. Some of the materials are heavy and awkward and may require equipment assistance from the City or Borough public works departments. Waste material may be deposited at the landfill or, if appropriate, delivered to Ward Cove for ultimate recycling.

## HOPKINS HOLE REDEVELOPMENT FRAMEWORK



At a glance the 3,200 square foot area of tidelands anecdotally labeled “Hopkins Hole” is a mere vacant lot, a backwater littered with decades-thick accretion of debris cast off from surrounding developed properties. However, this is the last undeveloped parcel of tidelands lying at the foot of Ketchikan’s historic Newtown, where three tiers of Ketchikan’s historic hilltown development are uniquely visible. These three tiers begin with the surrounding Hopkins Alley and Bauer Way pedestrian/vehicle trestles, continuing to the adjacent residential buildings constructed over tidelands, then climbing the steep slope to landward via the Warren Street staircase, to reach the two higher levels of hilltown trestles on Warren, G., Harding and Bayview Streets. These pedestrian and vehicular accesses reach a well-preserved, still popular residential neighborhood, with its lively in-town location, excellent views of Tongass Narrows, and Penneck and Gravina Islands, and proximity to the working waterfront at Casey Moran Harbor.

As such, “Hopkins Hole” and its surroundings deserve preservation, and in a preserved and enhanced state can attract visitor interest into Hopkins Alley and up and down the stairways of Newtown, improving business opportunity and resulting real property values, while preserving open space and views vital to the character of Newtown’s residential neighborhood.



*Because artists are drawn to scenic and historic places, their skills and vision capture our community heritage in their art. Famous Alaskan artist Rie Munoz saw the beauty of Hopkins Hole and, in these two paintings, conveys the vitality of this special place. Many of the historic residences and alley buildings depicted in her art as well as the boardwalk, its piling supports, and the staircases above remain in place.*

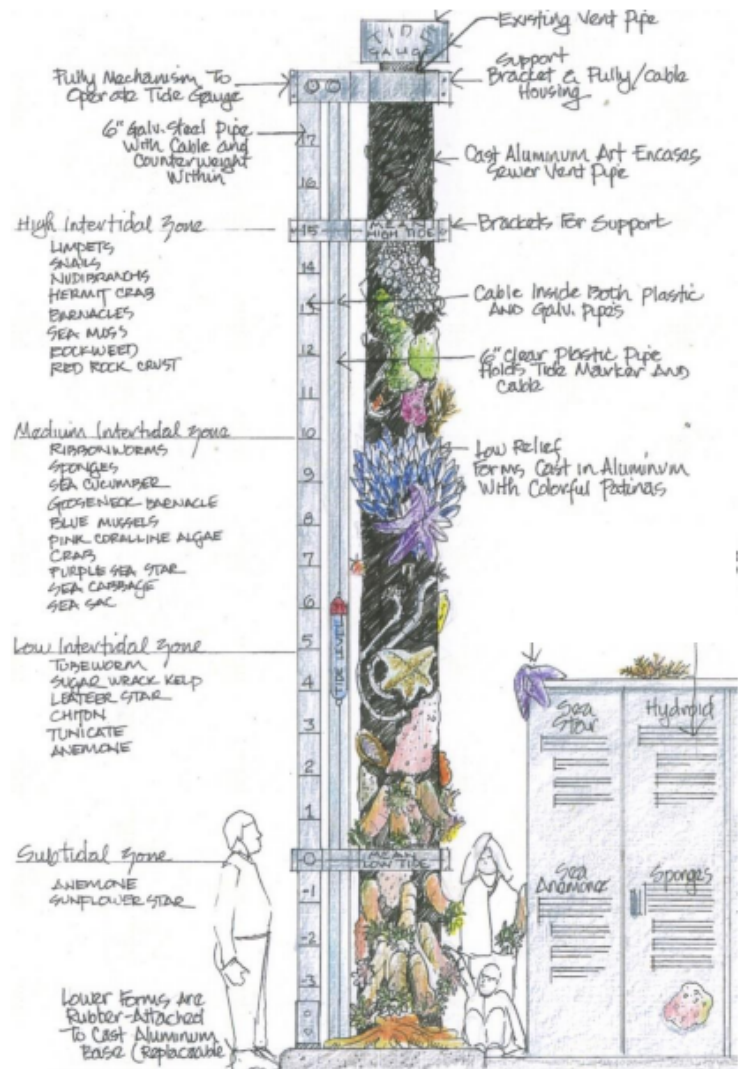
Hopkins Hole could therefore serve as the centerpiece of a revitalized Hopkins Alley. Conceptually, this can be accomplished as follows:

1. Adding public art to “Hopkins Hole,” and facilitating public observation of it from adjacent properties, inducing visitor interest and creating a cultural feature appealing to residents. The design of this art object is to be a “cameo” accentuating the tideland site and the historical development of properties surrounding it. Centered amid the pile-supported trestles and adjacent buildings to which they provide access, the art object can be a distinctive element of a revitalized Hopkins Alley. While the purpose of this study is not to design the art object, the authors can’t resist presenting ideas that artists have dreamed about. One iconic example of an art object is the whimsical “sculpture” of the “SS Catch-in-Can” on the seabed of Hopkins Hole (see page 33) drawn by our ongoing Historic Ketchikan team member Ron Kasprisin. In this example, the sculpture would memorialize Newtown’s fishing industry with a classic fishing boat, skipper, and gear. The tide would rise and fall around the sculpture alternately submerging and exposing it.

There have been other wonderful concepts that build on the unique heritage of Newtown, including:

- A life-size sculpture of Rie Munoz’s “Red Skiff” with rower (see preceding page);
- A tidal gauge illustrating piling sea life at progressive elevations by HK member Dennis Kuklok;
- Interpretive art of a cannery salmon cleaning machine and workers (commemorating Newtown’s cannery history) also by HK team member Dennis Kuklok;
- A sculptural set of fountains and objects depicting Ketchikan’s sea life; and
- A host of others.

These concepts and many others could emerge from a design competition developed under the leadership of the Ketchikan Arts Council to be prepared with guidelines written by property owners and local government.



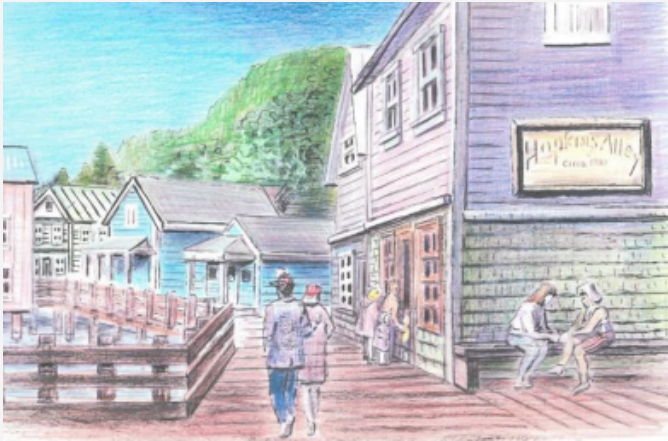
2. Facilitating public viewing of the art object(s), in fair weather and foul, from adjacent buildings, using this symbol of Ketchikan's history to induce visitor interest and marketing of related goods and services.

In addition, viewing platforms along the edge of Hopkins Hole could be designed similarly to the above 1st City Saloon deck enabling pedestrian store lax at tables and benches and enjoy the public art and the activities in and around Hopkins Hole. A covered venue would allow open-air concerts and art shows.



3. Encouraging pedestrian access to Hopkins Hole both along the alley boardwalk but also via floats and ramps to the seabed for close-up views of the public art and the tidal changes. In addition, a rowboat or kayak route could be demarcated through the pilings under Water Street to Hopkins Hole (tide permitting). This could provide another fun destination for paddlers and rowers and add interest to this Hopkins Alley focal point.

4. Restoring the two buildings at 810 and 816 Hopkins Alley, for continued use as residential duplexes and/or mixed commercial/residential use. These two buildings, date from the earliest development adjacent to Hopkins Alley in 1909-1913; if they are demolished, as now threatened, or not maintained in a historically respectful way, the base tier of Hopkins Alley's development— structures built over tidelands—will be lost. An image of these buildings, restored, is rendered by David Rubin.



There are great opportunities to introduce public art, historic preservation and good design to revitalize and transform Hopkins Hole. This can be a tremendous tool to boost destination appeal and prosperity of the neighborhood. To provide a framework for this, it is important to shape the solution from the various viewpoints of the stakeholders involved in Hopkins Alley/ Newtown's economic development.

First and foremost, private sector leadership is required. Most important to this project are the immediate property owners fronting Hopkins Hole. A successful project will require the commitment to restore key historic properties (810 and 816 Hopkins Alley); to re-design buildings such as 1st City Saloon to take advantage of the setting and reintroduce excitement and activity; and open up inviting facades along Bauer Way. This will require a few individual property owners with the vision to recognize their investments can generate real estate value and economic growth.

It will also require neighborhood-wide commitment. Individual property owners need to be assured that their investments will not be undermined by the property owner next door tearing down a building or pursuing insensitive development.



*HOPKINS HOLE AT HIGH TIDE*

On local government's side, the goal must be to remove unnecessary obstacles to development and to promote incentives to invest in neighborhood projects such as those outlined earlier in this report. In the case of Hopkins Hole, the tidelands parcel is now privately-owned. An important early public investment will be to acquire the parcel from its present owner (1st City Saloon) in order to provide for the public uses envisioned. This purchase could be carried out with the proviso that the 1st City Saloon owner carry out investments from the sale proceeds along agreed design guidelines that will result in public and private enjoyment of Hopkins Hole, as portrayed in the sketch of the revitalized façade of the saloon above. Additional public investment will be needed in lighting, street furniture, the ultimate public art chosen, and selected boardwalk improvements.

For its part, the non-profit Historic Ketchikan will commit to providing low-cost design assistance for private restoration projects and new infill buildings and assist local government in the design of public improvements.

Alternatives for shaping a plan for Hopkins Hole, and its role in revitalizing the Hopkins Alley/ Newtown neighborhood can include the following:

- A design charrette, a brief and intensive collaboration in which a small group of professional planners, architects, and artists selected by Historic Ketchikan, Inc. and Ketchikan Gateway Borough staff would develop a concise and detailed plan for this development, and/ or...
- A steering committee, or task force, including both a professional cadre and a larger group of stakeholders, residents, and municipal representatives, who would establish priorities and concepts for the development. Such a steering committee previously assembled a set of in-fill concepts, parking concepts, and tax incentive proposals for Hopkins Alley, a precursor to the present Hopkins Alley Revitalization Project, and/or...
- A broadly circulated request for proposals, calling for professional qualifications and specific concepts for the implementation of features of the revitalization programs, including a public art object in Hopkins Hole, stabilization, and restoration of specific buildings.



*HOPKINS HOLE AS THE CENTERPIECE OF HOPKINS ALLEY REVITALIZATION.*

## IMPLEMENTATION OF HOPKINS ALLEY REVITALIZATION PRIORITIES

Implementation of the initiatives for the Hopkins Alley Revitalization Project priorities may be justified by financial incentives to both private and public sectors. These incentives include potential increases in retail sales and private sector earnings stemming from visitors' interest in the restored historical character of the Hopkins Alley/Newtown neighborhood, and the derivative increase in public sector sales tax and real estate tax revenues.

These incentives can justify both private and public sector investment in the implementation of HARP. Financial means to be used may include the following:

- Exemptions of Ketchikan Gateway Borough real estate tax and personal property tax for qualifying investments in historic preservation and restoration: An outline for such a program was previously drafted with review by Ketchikan Gateway Borough staff and assembly members. This program would exempt investment in the restoration of historic properties for a period of time while preserving the existing assessment and tax base of subject land and buildings. The City and Borough of Juneau and other municipalities have previously developed programs of this type. This incentive could be available to any owner of real or personal property in the neighborhood investing in historic preservation and restoration.
- Use of Commercial Passenger Vessel (CPV) tax proceeds for purchases of real estate directly benefitting the cruise visitor industry, where heritage tourism assets are endangered: Public sector investment of this type, such as in purchasing the tidelands area known as "Hopkins Hole" could preserve significant properties. Sellers' uses of such receipts can be limited to improvements in historic properties of interest to cruise visitors.
- Matching loans of CPV tax proceeds to property owners investing in historic preservation and restoration of potential income properties that can be of specific interest to cruise visitors. Such loans could be made as a substantial percentage of the property owner's investment in the project, to be repaid from rental income. This program could be available to owners of historically important properties, such as for example, the two-story houses at 810 and 816 Hopkins Alley; at least one of these buildings may currently be subject to demolition, but with substantial improvement, both houses may produce rental income; these particular properties are integral pieces of Hopkins Alley's heritage, with intrinsic architectural value and interest to visitors.\
- Investment of CPV tax proceeds in public art of specific interest to cruise visitors, which interprets or commemorates the neighborhood's historic character. The sculpture "The Rock" at Ketchikan Port Berth II is an example of a successful investment of this type; several examples of such public art located in Hopkins Hole are included herein.

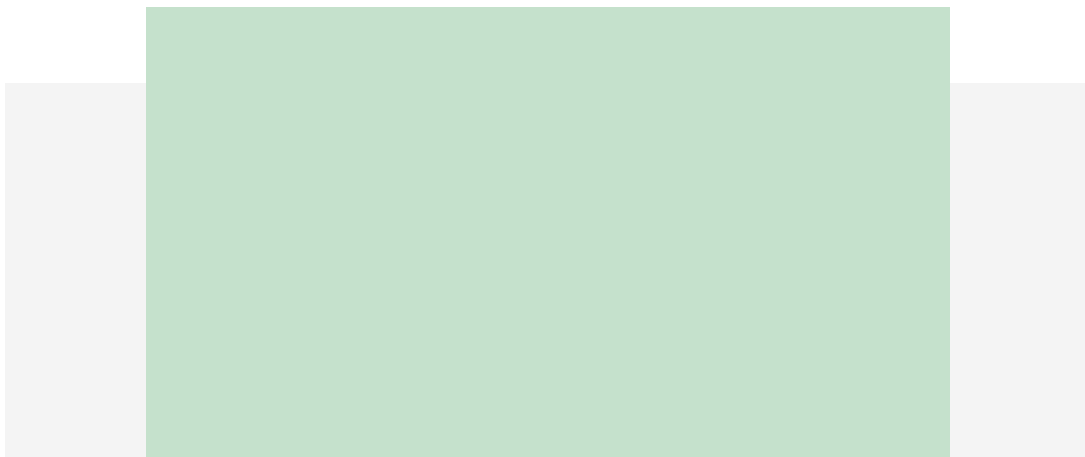
Implementation of financing programs for HARP would be facilitated by the establishment of a historic district, for which initial groundwork has been done; this step would define the area boundaries and general criteria for specific programs. Financing programs available for HARP need not be exclusive to the Hopkins Alley/Newtown neighborhood, instead, they can be designated as components of a pilot program, which when developed and proven under HARP could be adapted to other areas.

Time is of the essence in implementing the Hopkins Alley project; several of the character-defining historic buildings in this neighborhood are in deteriorated condition, which must be remedied if revitalization as a historic district is to proceed. Therefore, it is necessary for a lead agency to promptly undertake responsibility for the Hopkins Alley Revitalization Project; this may be an existing non-profit, capable of arranging and/or facilitating the following:

- Establishing a historic district encompassing the character-defining elements of Hopkins Alley.
- Creating a practical master plan for the Hopkins Alley neighborhood, capable of prompt implementation.
- Coordinating improvements to neighborhood access and infrastructure to facilitate Hopkins Alley revitalization, working with municipal and state agencies as indicated.
- Arranging compliance with zoning and building codes and applying for eligible revisions as necessary to the restoration of historic buildings and related infrastructure.
- Obtaining grants for real property acquisition, historic preservation, building restoration, and creation of public art by municipal, state, and federal agencies, and private foundations.
- Assisting participating property owners to obtain loans for building restoration.
- Providing assistance with building design and project management to participating property owners.
- Applying for Ketchikan Gateway Borough and/or City of Ketchikan real estate tax exemptions for investment in building restoration by participating property owners.
- Soliciting and selecting proposals for public art.
- Providing public information and obtaining involvement in Hopkins Alley revitalization by property owners, stakeholders, public agencies, and interested and concerned citizens.

These steps may be wholly or partly sequential or concurrent, for example, the last step listed, "Providing public information..." should be one of the first undertaken and run through the entire implementation phase.

Carrying out these steps will require continuing participation and management by the lead agency's staff and professional architects, engineers, and other consultants. Historic Ketchikan is prepared to assist in all aspects of revitalization and considers the successful implementation of this project one of its primary economic development and historic preservation goals for the foreseeable future.



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