

ACT II: ON MAPPING



Fig. a. PREVIOUS FACING PAGE:
Site Plan 1930-1934. Self. November 2017.

This axonometric drawing illustrates the first modification to Wireless Station, the construction of Building #2 to the east. At this time a road arrived from the south and extended to a clearing just north of the buildings. More trails extend from the Station to several important locations on Government Hill.

Fig. b. CURRENT PAGE:
Station 3. Self. March 2018.

This watercolor shows the third of twelve stations on the journey to the Wireless Station, Ocean Dock Road.

Fig. c. FACING PAGE, ABOVE:
Sanborn Map. Sanborn Insurance Co. 1922.

When the AEC arrived at Ship Creek, one of the first tasks was surveying the area. They undertook an intensive land survey of the estuary and bluffs to the north and south. This map included topographic lines, as well as lines representing the highest tides. The surveyors noted vegetation and trails as well. They conducted such detailed surveys for each portion of the railroad route, and larger-scale maps showing the entire length of the railroad. These maps documented the reality of the geography, but they also created a context for understanding.

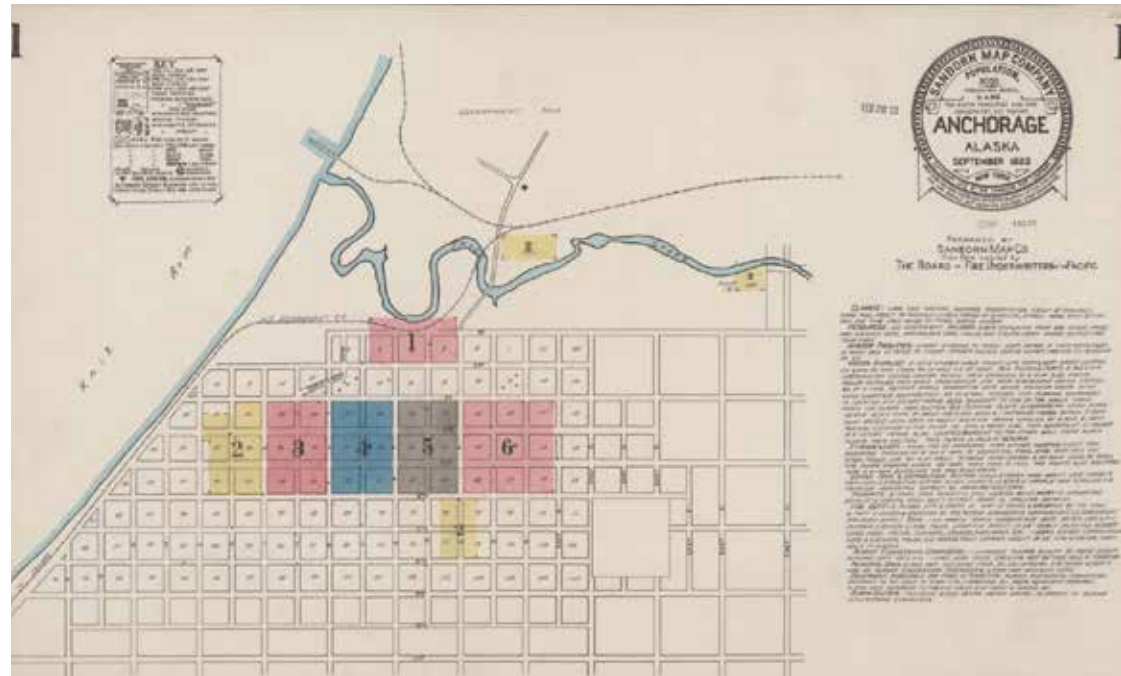
Mapping is a method of preserving the conditions of a site or some other feature. It is easier to occupy than a history because there is a level of familiarity with maps. Research has uncovered our ability to read a map develops at a very early age, and we can translate the three-dimensional world very easily into two dimensions. Whether

this is a product of generations of education and familiarity with maps, or if it is inherent to humans is not clear, but the fact humans gravitate to maps and aerial photographs is indisputable.

Historic maps are particularly interesting because they document a specific moment in time and place, and comparing them to contemporary documents illustrates change in landscape and population. At the same time, the understanding of the author comes through the map in the information it includes or occludes, and in the accuracy of certain forms. Maps are in this way selective and cartographers are aware of their power over their audience. The maps they create have many levels and uses, and they specify their information to convey only the message they intend. The preserve not always what is actually present, but what is wished to be present.

Maps delineate territories and regions as well. Often blamed because they can be tools of oppression and segregation, they are not the responsible entity for these crimes. Maps document and project areas on the landscape, and parse them to allow understanding. They can be helpful, and harmful, legal documents, but they are only the tools of this control, not the inflictors. The language of such maps is lines, and comparing past lines with contemporary ones illustrates patterns of human occupation over time. This is part of the preservation as well, the attention to minute changes in the landscape or delineation thereof that reflect larger trends, or social movements.

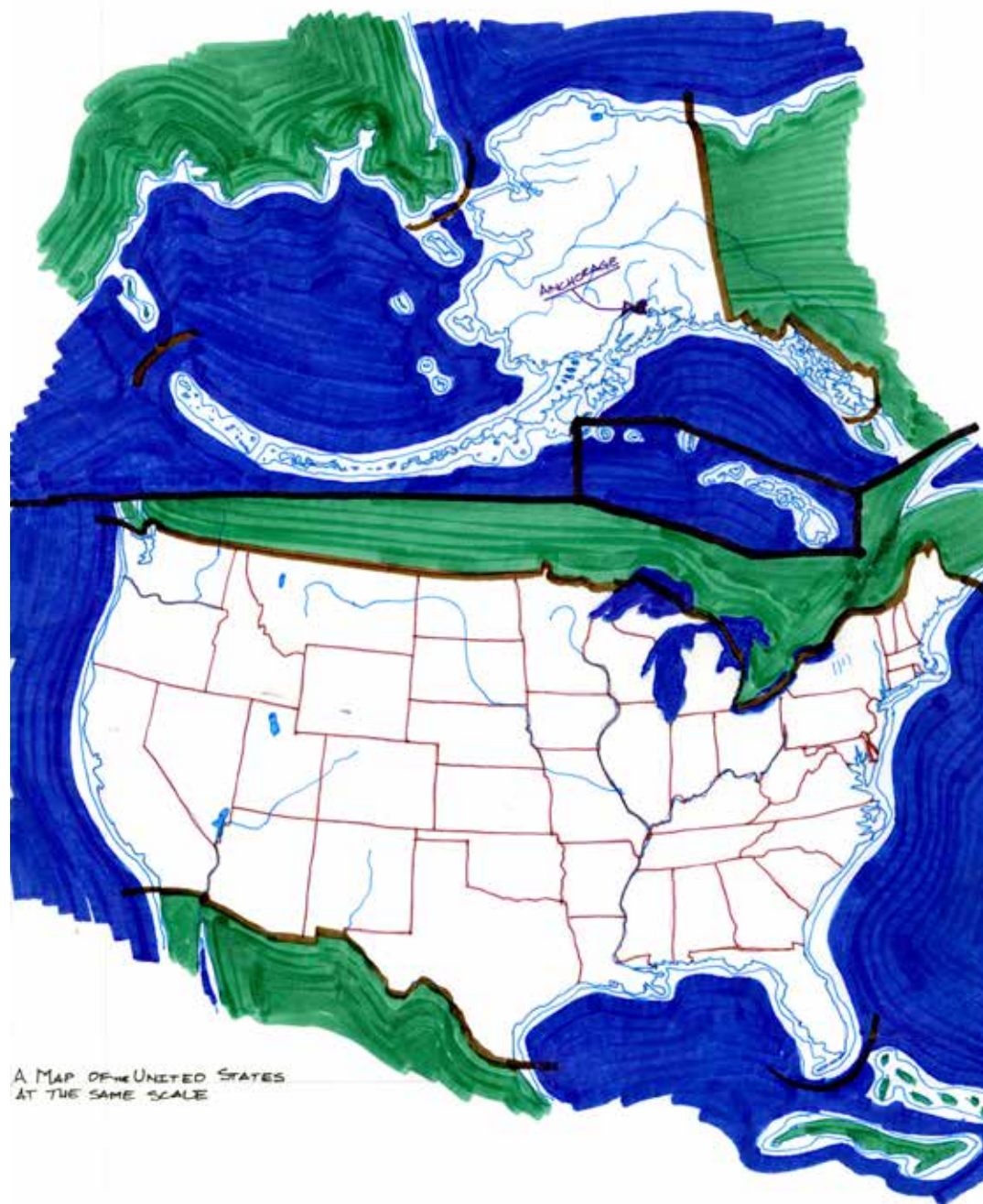
Not only do maps territorialize space, they offer insight into the patterns development not readily apparent at the scale of an individual location or building. In Government Hill, maps over the years show the development of first one form of land division, then subsequently different patterns. The earliest maps of Anchorage do not show the roads up to or on Government Hill. The Sanborn maps do not include any development north of Ship Creek, and like the early maps of Alaska, the roads end without a terminus, spilling into the margins of the page. Photographs provide counterpoint to this occlusion, as they illustrate the roads and early buildings at the West End of the neighborhood, the original Officer's Row. The trouble is the early maps do not accurately reflect the roads or trails in the area. They are incomplete in this way. The earliest aerial photographs are from 1939, twenty-five years after development began. The first trails and streets of Tent City are lost to time.



LIDAR technology gives greater power to recovering these early routes. The scans generate 1' topographic lines whose patterning reveals the trails, roadbeds, and house pits that aerial photography and even pedestrian surveys hide. I relied on these data to extrapolate early roads and development, but industrial build-up and geologic changes obscured most of them. This scanning does reveal former divisions, as well, which helped in the documentation of development.



Early explorations with mapping inspired me to create episodic snapshots of the roads in Anchorage. However, the inaccuracy of the Sanborn maps



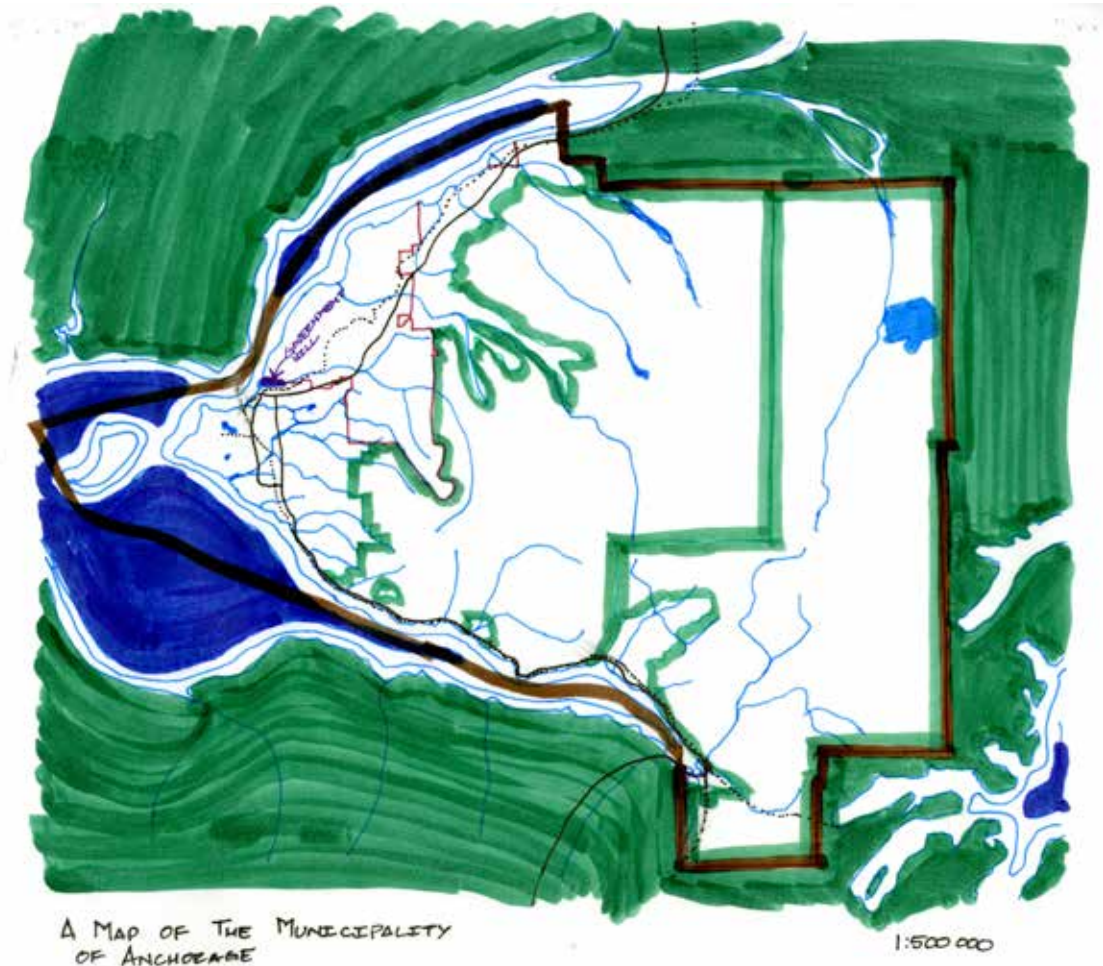
and the lack of other early maps made this task impossible. I had tried tracing overlays of surveys and LIDAR to exhume any initial path making, but felt as though these did not guarantee a reality. Although this Thesis straddled the boundary between reality and surreality, the accuracy of the past and the setting was paramount. As a result, the only geographic maps I developed were ones that located the site.

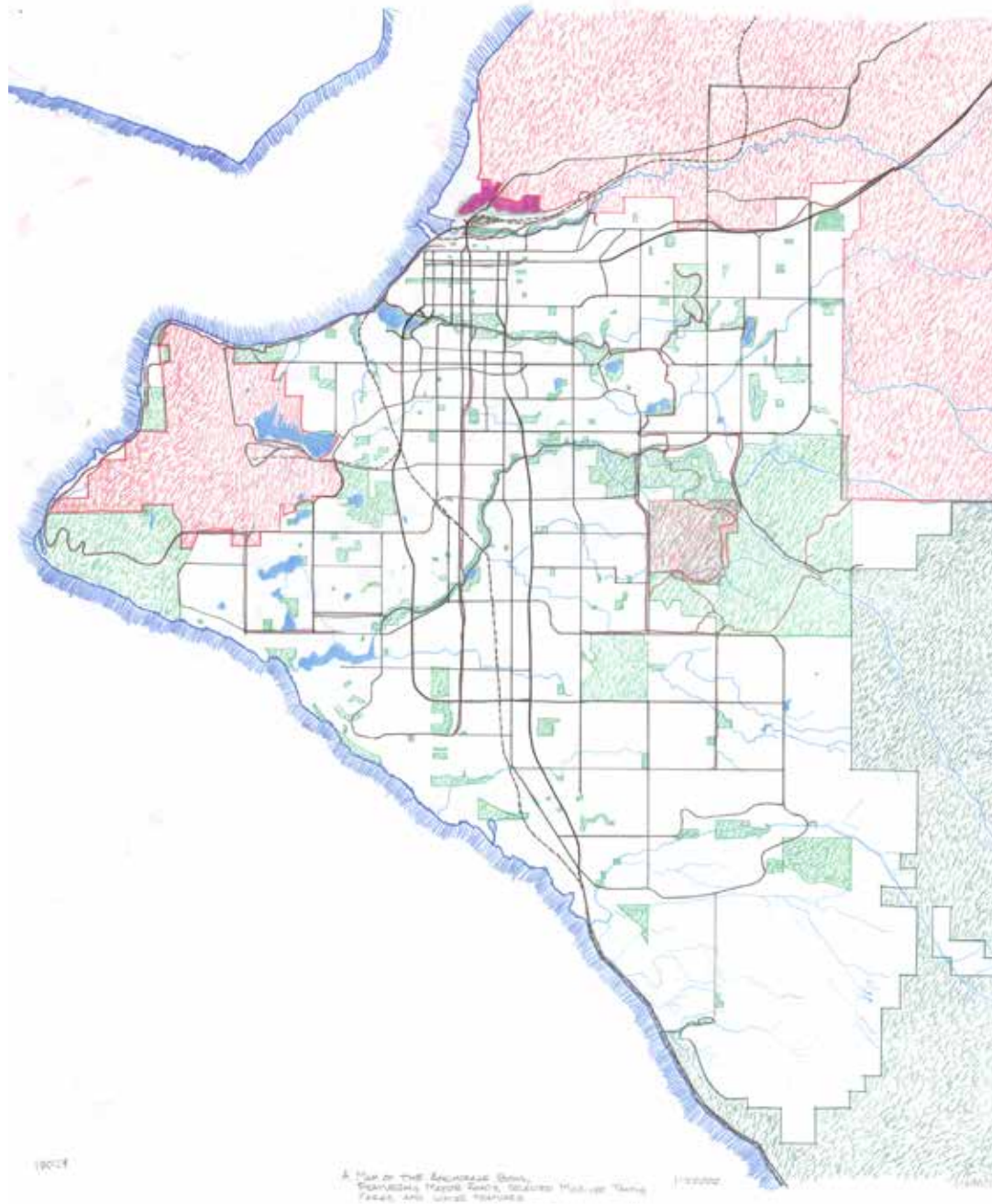
LOCATING GOVERNMENT HILL

Through a series of specific scalar relationships, the maps provided the geographic context for the Thesis. The first is a map of Alaska and the United States drawn to the same scale. Too often maps of the U.S. are not inclusive of its 49th and 50th states. They either do not appear at all, or are hidden away below California, not accurately drawn to scale. The effort of this map is to show all the states with their respective contexts, not just islands, but also their relative sizes. Alaska is the largest state, and its land area is roughly a fifth that of the Contiguous States. If overlaid over the Lower 48, it would stretch from one coast to the other and from the Canadian to Mexican border. Alaska is a land of superlatives, but most interesting it is the easternmost, westernmost, northernmost, and some might even argue southernmost. Although this map does not accurately illustrate the distance between Alaska, Hawaii, and the Contiguous States, the intention was to offer an alternative map to those hung in classrooms across the country. If presented as a roll on the wall, the Lower 48, lower on the page, teachers could show only that portion. If

they wanted to show the entire country, they could unroll the map to its full height. In either case, Alaska remains on top.

The next map shows the Municipality of Anchorage, one of the largest municipalities in the world, originally at 1:500 000. The land area of the MOA is similar to Delaware, although its population is only around 300 000. Most of the MOA is park-land. The Chugach National Forest extends several miles into the eastern portion of the MOA, and the Chugach State Park separates the urban area of Anchorage from the National Forest. When the AEC arrived the entire area was the National Forest, and part of their duties were to enforce the laws against settling in the forestlands. This was particularly damaging to the native Dena'ina, fighting for their survival in the face of gold rushers. Through homesteading, and other forms of land accession, urbanity eroded the Chugach National Forest to its current shape. The MOA was originally the Anchorage Borough, and in 1975, the city and Borough governments combined. For those unfamiliar with Boroughs, they are like Counties, only better. The merger unified the outlying communities of Portage, Girdwood, Indian, Bird Creek, Rainbow, Eagle River, Chugiak, Birchwood, Peters Creek, Mirror Lake, and Eklutna under one benevolent entity, Anchorage. Additionally, the former Borough areas like Sand Lake and the Hillside became part of the city. The largest landowners in the MOA are the Federal, State, and Municipal governments, as well as the Eklutna, Inc. and Cook Inlet Native Corporations. The Joint-Base Elmendorf Richardson occupies the third-largest tract of land after the National Forest and State Park, although most is undeveloped Reserve lands. If





JBER (pronounced jay-bear) ever is decommissioned or gives up its Reserves, that land will go to Eklutna, Inc., according to the Alaska Native Land Claims Act. JBER separates the city of Anchorage from the northern communities in the Municipality. More specifically, the mountains provide natural barriers between the other communities and Anchorage, which lends to the term the Anchorage Bowl.

Most of the population lives on the peninsula west of Chugach State Park and south of JBER. The map scale was 1:50 000, and its size illustrates the largeness of the community. Most of the major roads in Anchorage follow the section lines of the Jeffersonian Grid, but others formed from geographic constraints or political ambition associated with Urban Renewal. The map only shows the major roads and railroad that crosses the area diagonally, as well as the system of multi-use trails that define Anchorage. Additionally important to the community is the quantity of Municipal parkland, illustrated with light green. The map does not illustrate the even greater areas of undeveloped wilderness that pervade the community that are in private ownership, but the purpose of the map was to illustrate the system of roads and trails, and protected parks. The red areas of the map illustrate the area owned or controlled by the Federal Government. Other than JBER in the northeast, the Ted Stevens Anchorage International Airport in the west inhabits most of the area between Point Campbell (in the south) and Point Woronzof (in the north). Another airfield, important during World War II and the Cold War, in the east of Anchorage is mostly a recreational area, although the runway is off-limits and BLM controls

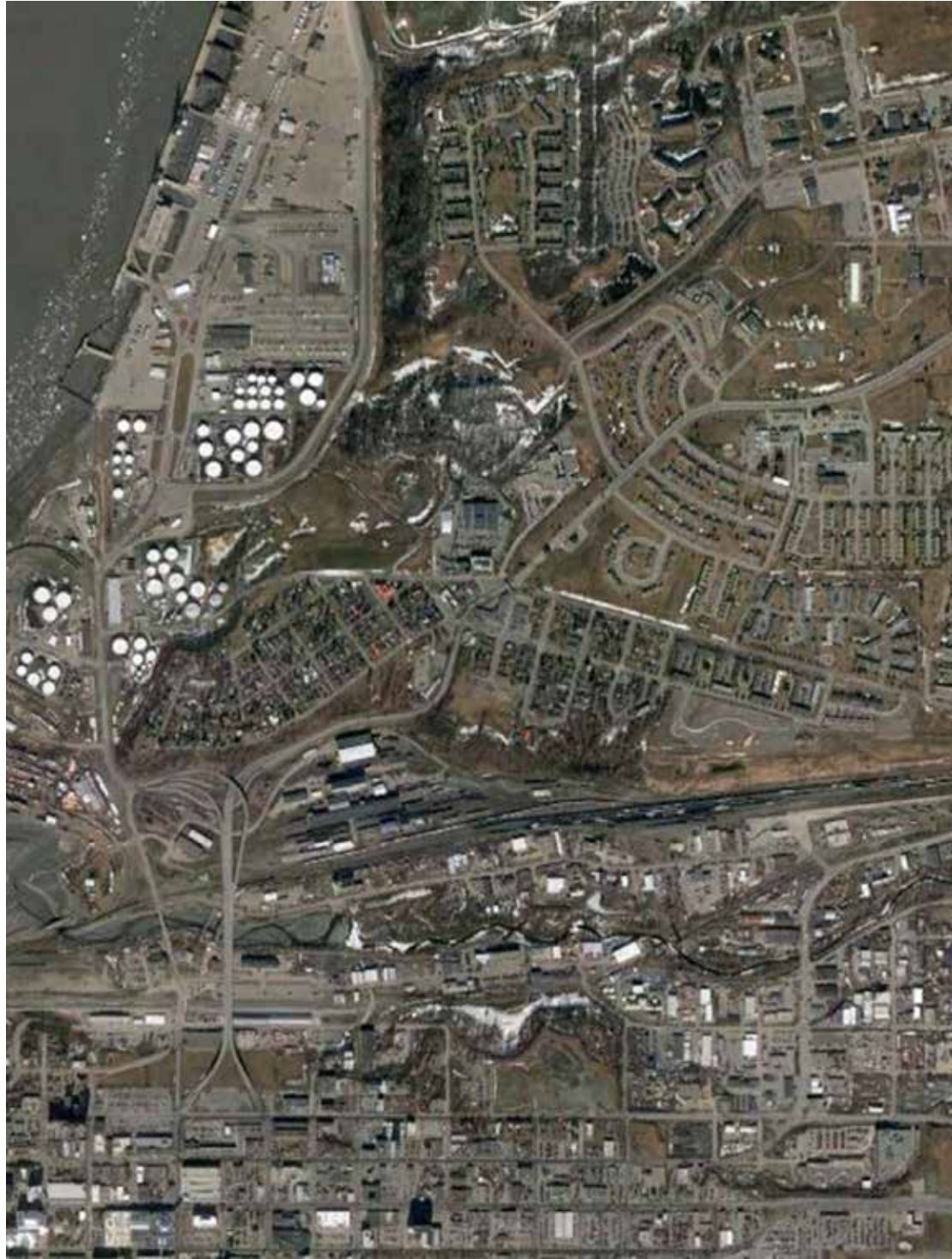


Fig. d. FIFTH PREVIOUS PAGE, BELOW:
Government Hill. Ukn. c. 1935. Courtesy of GerLek, Stephen.

This is one of the first known aerial images of Government Hill.

Fig. e. FOURTH PREVIOUS PAGE:
A Map of the United States at the Same Scale. Self. March 2018.

Fig. f. THIRD PREVIOUS PAGE:
A Map of the Municipality of Anchorage. Self. March 2018.
The light brown line shows the border of JBER. The black lines are the two highways into Anchorage.

Fig. g. PREVIOUS FACING PAGE:
A Map of the Anchorage Bowl. Self. March 2018.
The black lines are major roads while the brown lines are multiuse trails.

Fig. h. PREVIOUS PAGE, LEFT:
1939 Aerial. Ukn. 1939. Courtesy of Scher, Robert.

Fig. i. PREVIOUS PAGE, RIGHT:
2017 Aerial. Google Earth. 2017.
These two arials compare the same view of Government Hill, Ship Creek, and Downtown.

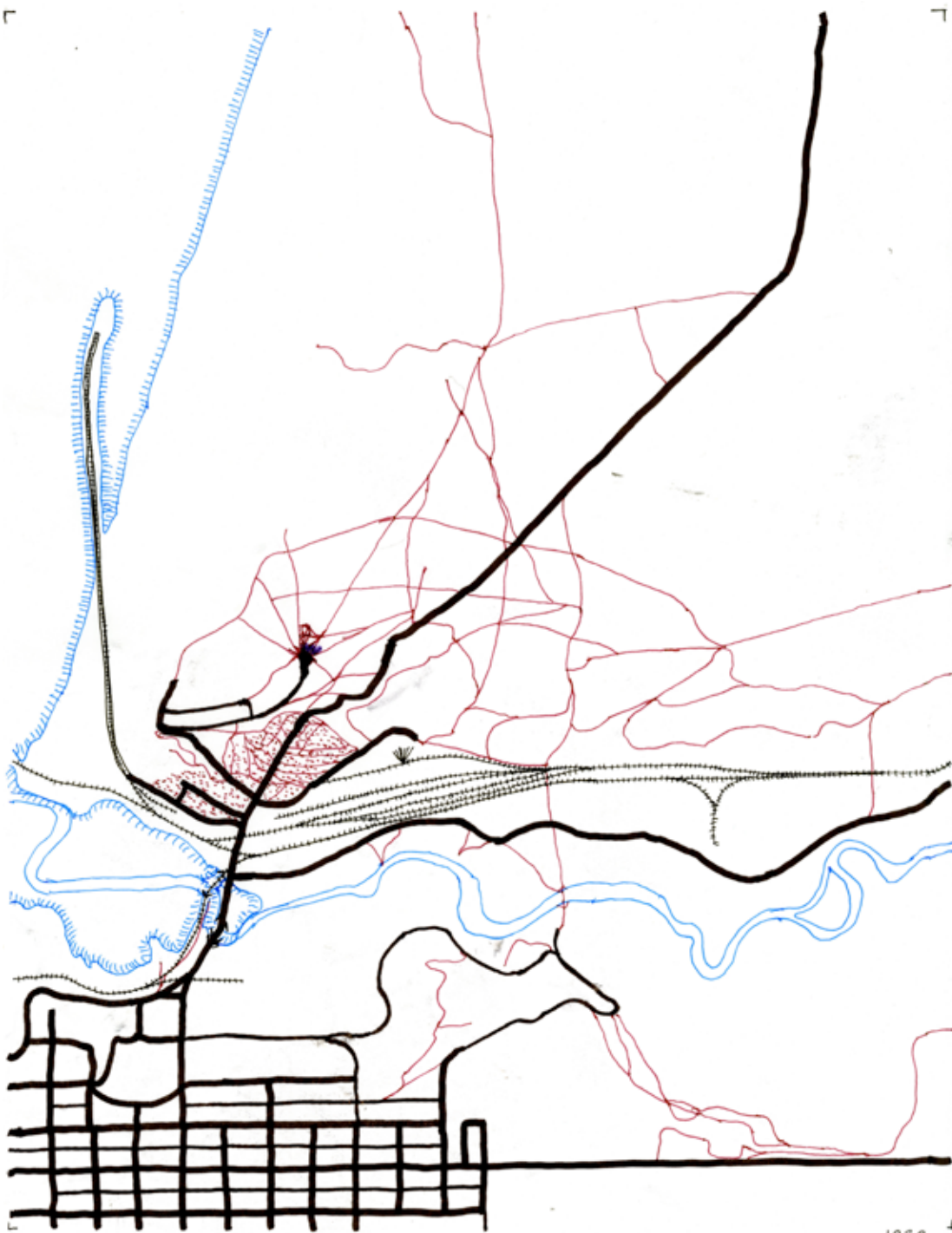
Fig. j. FACING PAGE, LEFT:
1939 Tracing. Self. March 2018.
The tracing of the aerial shows major and minor roads, as well as trails.

the land. The map also shows proximities, especially that amidst Government Hill, the railyards, and Downtown Anchorage.

Even with the inaccuracies and missing maps, the concept of development on Government Hill was still intriguing. Some future researcher could devote an entire project to the mapping of the eras of development on Government Hill, the clearing of the informal first roads, the platting of the 300' blocks, the realignment of East Loop Road, the platting of the 270' x 350' blocks on the East Side, and the redevelopment of the apartment complexes. However, this Thesis provides focus on the Wireless Station as a node for Government Hill, not Government Hill in general. The Wireless Station was a node for the community, and an original core on Government Hill, as the first aerial illustrated. I relied entirely on the 1939 aerial to develop a tracing of trails and roads at that time compared with the same snapshot in 2017. These maps were at 1:100 000 and show only Government Hill, Ship Creek and the railyards, and Downtown, which until the 1940s was the basic extent of the community. The brown lines illustrate the trails whereas the black show the major and minor roads. The Wireless Station is clearly apparent by the converging lines. The most important trails are those from the alley on Government Hill and the one extending northward. The fact that no other intersection has as much development is significant. Other areas of little development, like the port, show the former isolation of the town. Moving to the 2017 tracing is a sharp contrast to the pre-war Anchorage. The Wireless Station appears as the purple square in a field of gridded streets, disconnected from the community it once

served. Some of the trails survive or trace early roads, and these remnants become crucial to reconnect the Wireless Station to the community; the paths are not entirely lost.

Doing this tracing revealed that this type of map could only show so much historic context. It was not very approachable and did not reflect the nuances of the built environment of Anchorage in 1939 and 2017; the actual context of the Wireless Station was not only its connexion or lack thereof, but also its architectural appearance. The photographs, both aerial and oblique, provided a different medium of mapping, whereon labels identify significant buildings and places for the community, and the isolation and eventual assimilation of the Wireless Station.



ANCHORAGE, AK
1:100000
180308

1939



ANCHORAGE, AK
1:100000
180308

2017

Fig. k. PREVIOUS PAGE, RIGHT:
2017 Tracing. Self. March 2018.

The tracing of the aerial shows major and minor roads, as well as trails.

Fig. l. FACING PAGE:
Anotated 1939 Aerial. Self. March 2018.

Fig. m. NEXT PAGE:
Anotated 1939 Oblique. Self. March 2018.

Fig. n. NEXT FACING PAGE:
Anotated 2017 Aerial. Self. March 2018.

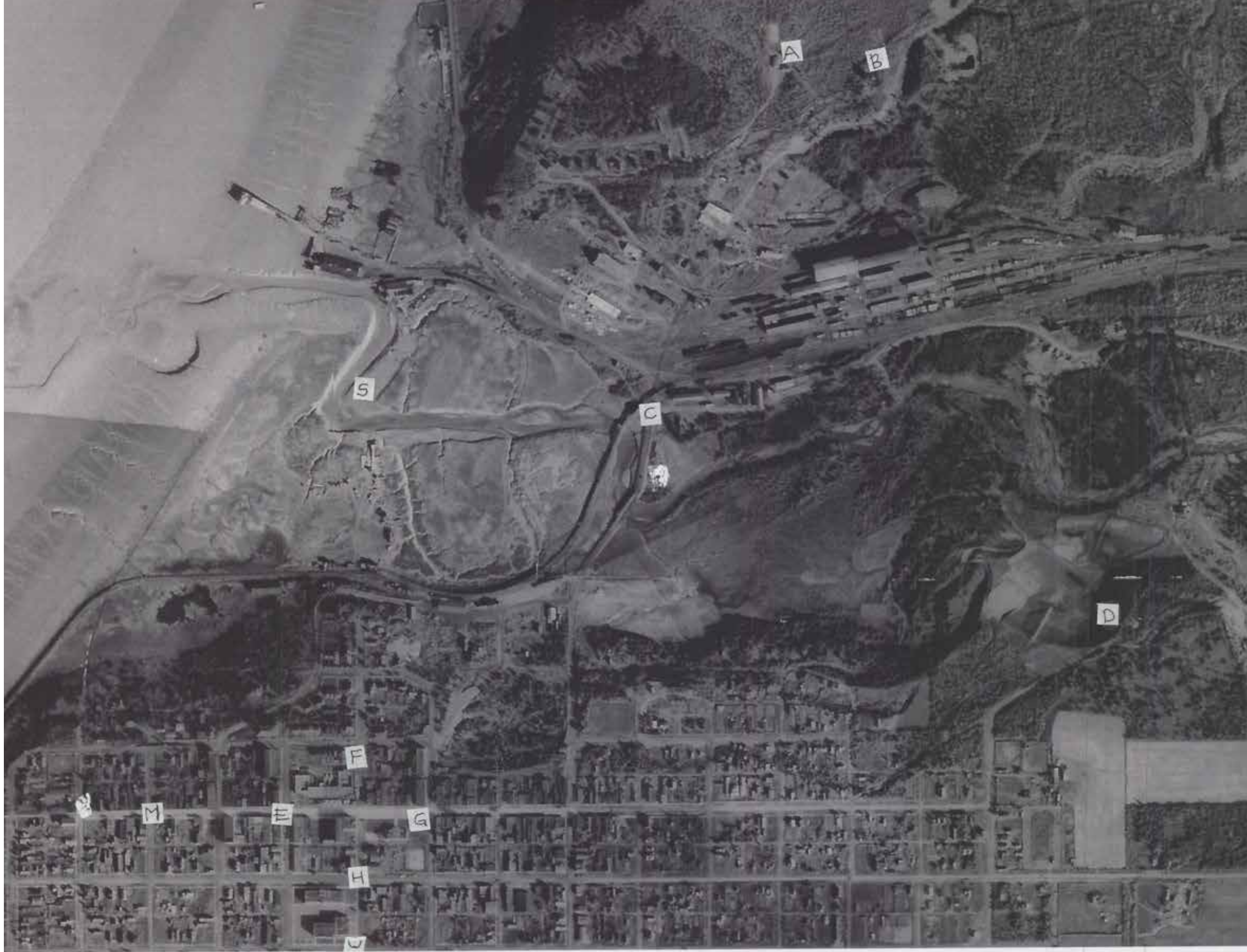
Fig. o. FOURTH NEXT PAGE:
Anotated 2017 Oblique. Self. March 2018.

Although the shot is not from the same angle, the image conveys the point of this excersize.

I identified 18 sites and included a key for the labels. There are 18 lettered streets in Anchorage, beginning with A and ending with U. J, Q, and T are missing, for one reason or another, so the labels reflect this pattern. The labels identify the dates of construction for the buildings, or interesting facts for each. The sites are:

- A. Government Hill Wireless Station (1917, 1934, 1950) (first permanent radio station in Anchorage)
- B. Government Hill Water Tower (1915, 1917, 1942, 1965) (first water tower in Anchorage)
- C. Alaska Railroad and C St Bridges (1915, 1930, 1970)
- D. Anchorage Ski Bowl (most recently a hospital) (1930)
- E. Empress Theater (now the former Legislative Information Office) (1917, 1968, 2014)
- F. (Old) Federal Building (1939-40)
- G. (Old) City Hall (1936)
- H. 6th Avenue High School (Anchorage Central High School), Sidney Laurence Theater (now the Anchorage Center for the Performing Arts) (1930, 1939, 1989)
- I. Providence Hospital (now demolished) (1938-9)
- K. Park Strip (formerly fire break, Merrill Airfield, and golf course) (1915, 1923) (first airfield in Anchorage)
- L. Inlet Tower (1951) (First high-rise in Anchorage)
- M. Captain Cook Hotel (former site of Wender's General Store) (1964) (first tower built after the Good Friday Earthquake)
- N. Robert Atwood Building (1972) (tallest building in Alaska, at the time)

- O. (Pioneer) School House (1917) (relocated in 1930 and 1965) (first school in Anchorage)
- P. Conoco Philips Building (1982) (tallest building in Alaska)
- R. Dena'ina Convention Center (2008)
- S. Ship Creek (traditionally Dgheya)
- U. Chester Creek (traditionally Chanshtnu)



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B

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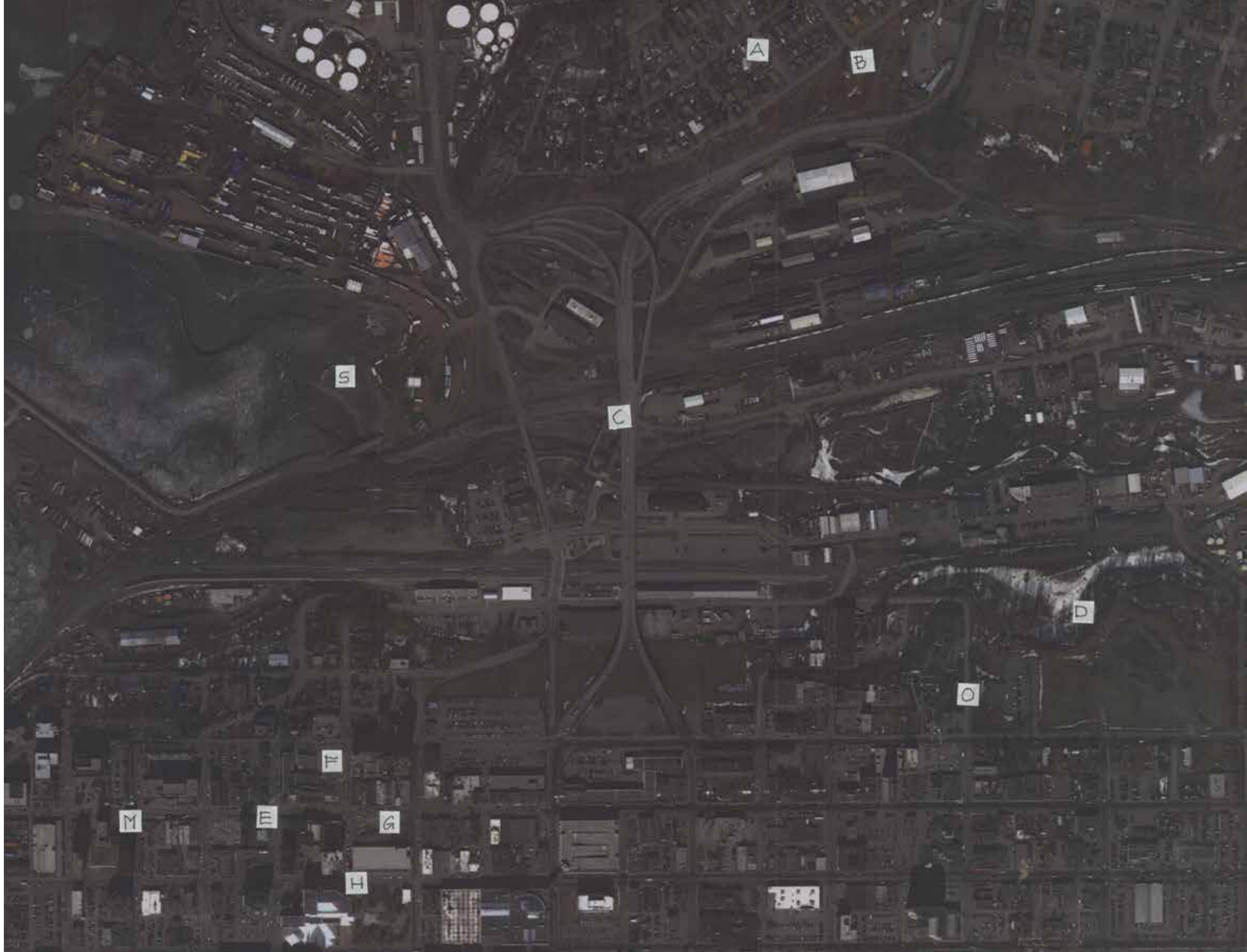
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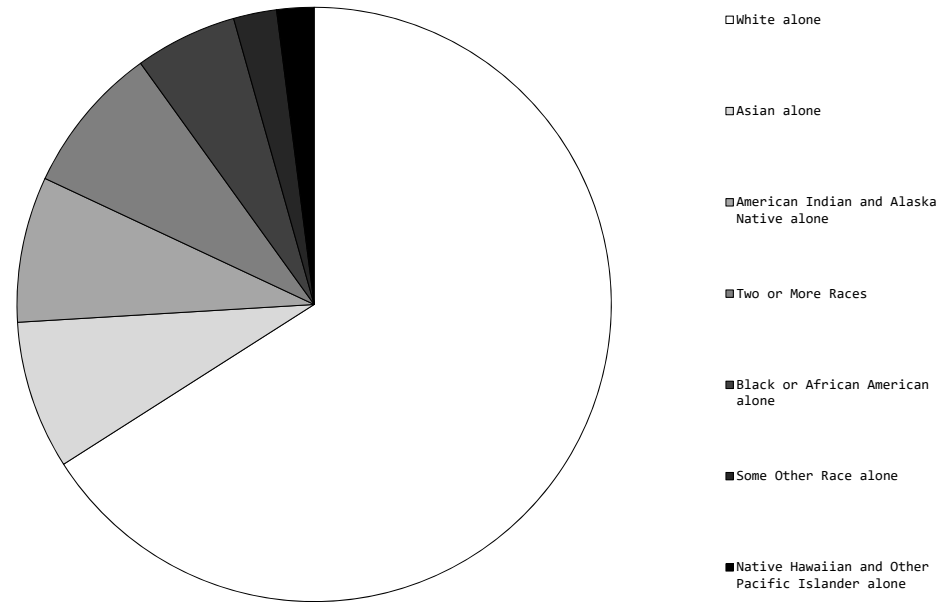
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U

Urban growth absorbs those places that once were significant, like the Wireless Station and the Ship Creek bridges. Alternatively, new buildings and towers exist where farms and houses once were. This mapping exercise illustrates the constant shifts of significance within a community, especially Anchorage. With each new wave of development, a new space gained significance at the expense of another. I did not offer much expansion on the labels, but of interest would be the migration of the City Hall. Originally, at Fourth Avenue and G Street, in the 1960s the government expanded into the former Central High School, which became the City Hall Annex. In the 1970s, the government moved to an office tower across the street, and left the Annex in the 1980s to prepare for its demolition. The Wireless Station began on Government Hill as a single building, but then the transmission moved to a building on the site of the Federal Building, then into its basement. The apparatus moved several miles away to Whitney, and eventually the communications network spread across the Anchorage Bowl before returning to Government Hill in the 1980s.



BUILT ENVIRONMENT OF GOVERNMENT HILL

Government Hill is a neighborhood of two sides, and some would argue it is a complete neighborhood because it has zones for residential, including multi-family, and commercial uses. However, in 2012, the State bought and cleared several of these properties, dividing the neighborhood further. Already the major artery East Loop Road is a barrier between the two sides, as it leads to one of the main gates to JBER. The neighborhood has taken over the cleared land and has been developing park that will create a new hub for community.



PORT OF ANCHORAGE
(MUNICIPAL)

JBER
(FEDERAL)

AT&T

WEST

SIDE

EAST

SIDE

WEST
END

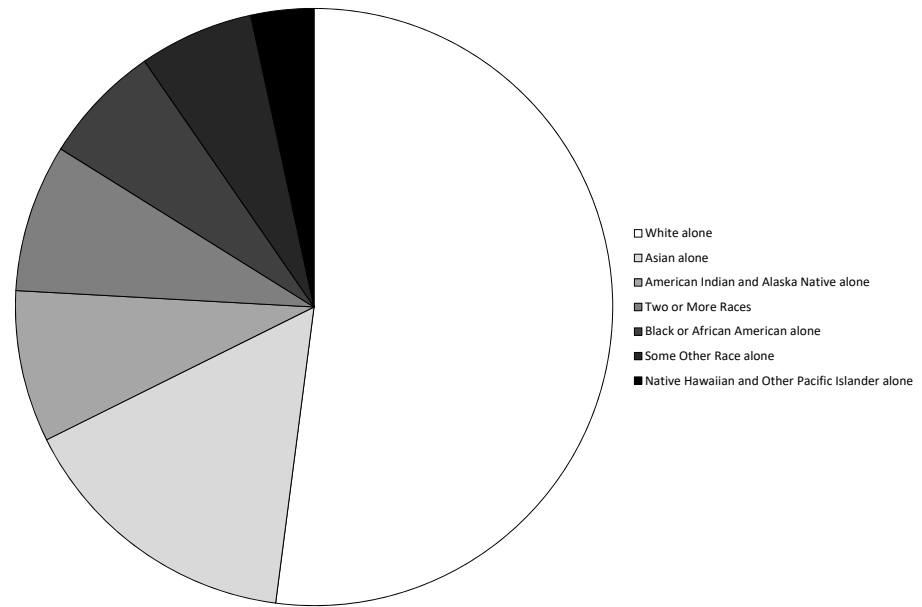
END

EAST

(STATE)

There will be an orchard and dog-park, as well as cidery and art park. Already it has been the site of farmers markets. The culture of cultivation is very rich in the neighborhood. The elementary school is north of the neighborhood center, between JBER and the AT&T headquarters, and acts as the main place of community gathering. Access is difficult however, even with a pedestrian bridge across East Loop Road. The former school site on the east of the road is a park, and the properties to the west contain a dance studio, curling rink, tennis quarts, and grassy areas for recreation. There are several restaurants and shops that serve the residents, but the Base traffic. Several churches are nearby as well, and the elementary school has a Spanish Language immersion program that attracts students from across Anchorage. The neighborhood receives few visitors from the rest of Anchorage, and the sense that it is a community onto itself, a town on an hill. The Wireless Station sits at an important intersection of two streets that look and act like a Roman Cardo and Decamus.

The residents live in a mix of single-family and multi-family buildings. The West Side developed first, and has no sidewalks as a result, as early residents used the alleys and roads to get around, as they do still. The roads are 37' wide, and all paved, and the unpaved alleys vary in width. The scale of the streets changes on the West End. These roads are older, narrower, and receive less traffic. The buildings are all small to averaged-sized for Anchorage standards, and the styles are eclectic. The zoning allows duplexes, but these are rare. There are some parks, including the Al Miller Park, the green trapezoid in the



white. Susan Nightingale Memorial Park and South Bluff Park wrap the neighborhood on the west, and the railroad leases that land to the Municipality for park use. Many game trails and informal trails wind through the trees, and the neighborhood is developing more permanent routes, with a dream to create a pedestrian loop around the entire neighborhood. The loop would connect the school, the Government Hill Commons, the East Side, and the vacant and parkland at the East End, to the West Side.

The East Side roads are the same width as those on the West, but most have sidewalks on both sides. The lots are larger, and the houses are uniform in appearance, as they developed in waves. Although the zone accommodates two-family dwellings, most

Fig. p. THIRD PREVIOUS PAGE, ABOVE:
Demographic Chart: MOA. Self. November 2017.

This chart illustrates the racial diversity of Municipality of Anchorage.

Fig. q. THIRD PREVIOUS PAGE, BELOW:

Strip Mall. Self. December 2018.

Arguably the first strip mall built in Anchorage, this structure is at the heart of the neighborhood and provides most of the commercial services.

Fig. r. PREVIOUS FACING PAGE:
Sociopolitical Diagram. Self. January 2018.

Fig. s. PREVIOUS PAGE:
Demographic Chart: Government Hill. Self. November 2017.

This chart illustrates the racial diversity of Government Hill. The neighborhood is one of the most diverse in the Municipality.

Fig. t. FACING PAGE:
Structure Age Map. Self. November 2017.

Fig. u. SECOND NEXT PAGE:
Ownership and Transfer Map. Self. November 2017.

Fig. v. FOURTH NEXT PAGE:
Housing Price Map. Self. November 2017.

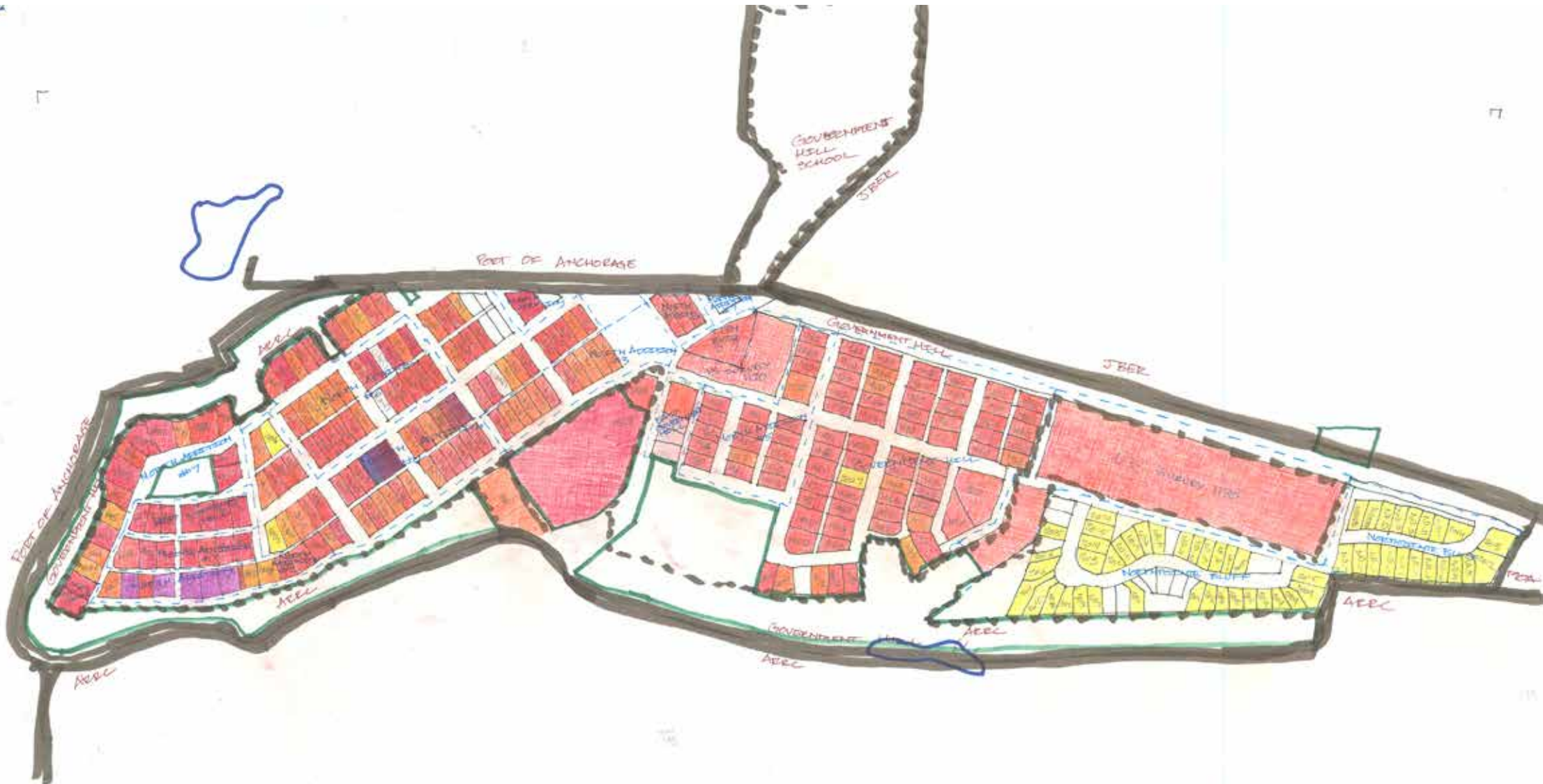
are single-family houses. The Railroad continues to own two apartment complexes, while a third has a private owner. This northernmost apartment community has a small park and many residents keep gardens. Because most of the residents are immigrant populations, such as the Hmong, the gardening remains an important tradition. New duplexes and condominiums have been developed in recent years along the bluff on former apartment sites, whereas other properties remain vacant and are popular dog-walking areas. The South Bluff Park continues from Sunset Park, the former school site, eastward to the very end of the neighborhood, forming an important boundary from the railyards below.

STRUCTURE AGE MAP

The investigation went deeper with some early maps derived from tax data available on the Municipality website. I was trying to identify patterns of development, as well as extrapolate demographic and economic trends. The focus for the maps became more social than geographic. The first map explored the age of the structures. The Municipality had created a map of all buildings over fifty years old, but I wanted to produce a map that broke the ages down not by decade, but by era. Each period I identified corresponds with some economic event or movement. The first, 1914-8, reflects the first development of Anchorage. The next period is the inter-war years, 1919-40. The Great Depression did not affect Alaska too badly, as the state has always been several years behind the rest of the country. The build-up for World War II saved the State, and I chose to extend that period to the beginning of the Cold War era, 1941-50. The next period, 1951-64, was a time of growth and building

for Anchorage, and statehood for the state, but ended with the Good Friday Earthquake. From 1965-80, the state saw several boom and bust cycles associated with oil, especially the first lease in 1969 and the completion of the Trans-Alaska Pipeline in 1977. From 1981-2000, Anchorage grew with the investment of oil moneys into public infrastructure, called Project '80s. However, from 2000-17, there was reinvestment in military infrastructure and security associated with the wars in the Middle East. Building continued through the Great Recession, thanks to record oil revenues, and that bubble burst in 2014. In two years, the State fell into a deep recession, affecting all sectors of the economy.

I chose to use the earliest date listed on the tax data, even though modifications and additions have changed the buildings over time. Some vacant lots did not yet have data, especially on the East Side, as they were under construction. The color spectrum spanned from purple to yellow, representing the oldest to newest buildings. Surprisingly, there were clusters of buildings built in the same era, and most had survived on the East Side, as opposed to the West. Those properties had had more recent construction than most of the blocks on the East. There was greater heterogeneity of the buildings on the West. I believed this showed a generational shift or a change in population on the West, whereas the population had remained largely stagnant, or at least the properties were not changing owners. These questions led to the next map, one of ownership and land transfer.



Year Built

- 1914-1919
- 1919-1940
- 1941-1950
- 1951-1964
- 1965-1980
- 1981-2000
- 2000-2017

1709

1:2500

OWNERSHIP AND TRANSFER MAP

This map explored the ownership of each property, and contained a great deal of information, which in the end became too complex to understand. The tax data also included the date on which the property had last changed hands, and I divided those years along similar economic lines. The periods began with the formation of the Municipality, because earlier data was not available. The first period was therefore before 1975-6. These periods correlated with periods of economic stagnation or recession, instead of growth. Recessions bracketed the next period, 1979-86, followed by 1987-96, then 1997-2000. After the millennium, I divided the years into three periods, 2000-8, 2009-12, and 2013-7. I used different colored borders to illustrate this trend, and the effect did not show any trends that were not already known. The new developments on the East End had all changed over recently. However, there were several interesting trends where entire blocks or sides of streets had changed owners during one period.

The next layer on this map was to be senior citizens and churches. Both of these are eligible for tax rebates, and the data related this fact. Although some seniors might not take the rebate, I felt confident of its accuracy. I also added any properties held in trusts, which would have recently been homes of seniors. A disturbing trend began appearing with the same owners associated with multiple properties. I identified the Dam and Vogel families as owning the most properties, and some other families, like the Premo family, owned more than one, but not more than three properties. I identified the MOA properties as well. The number of properties these landholders owned was

surprising, and confirmed my suspicions that the neighborhood had high numbers of senior citizens as well as renters. I wondered if the property values would correlate with the ownership, or expose other trends about ethnic diversity.

HOUSING PRICE MAP

The third map shows the range of housing prices in the neighborhood that was more diverse than I had suspected. The trouble with this map is that many of the lands are vacant, but the land value is low. Alternatively, the apartment complexes have very high property values, but only because they are large and have many buildings, although the buildings house lower-income residents. These exceptions only appear on the East Side, however, and as those were already apparent from aerial imagery, I ignored them. I split the prices by roughly \$50 000 increments, but gave a deviation for each hard number to soften the division. The idea was that if a \$320 000 house was right next to a \$290 000 house, I wanted them to render as the same color. The levels were \$150 000 +/-60 000, or less; \$200 000 +/-30 000, \$250 000 +/-30 000, \$300 000 +/-30 000, \$350 000 +/-30 000, \$400 000 +/-30 000, and \$450 000 +/-60 000, or greater. I included the zoning, as well, although that ended up not being very interesting. The four zones on Government Hill are R2D (duplexes), R2SL (small-lot duplexes), R4 (multi-family), and B-1A (neighborhood commercial).

What the prices reveal is staggering. The properties closest to the East and West edges of the promontory have the highest values. The West and East ends are consistently affluent, but the

closer the properties get, the values decrease. The East Side is considerably more consistent in its housing prices, with entire blocks of closely priced houses with a few outliers. The patterning is different on the West Side. Blocks have clear division between clusters of similarly priced properties. The absence of some values creates stark difference between one side of the block and street and the other. Another interesting reality is the position of the Wireless Station in regards to the property values surrounding it. The properties west of Boyd St are higher-priced than those east, and the street seems to be a boundary between the more affluent western extremity of the neighborhood and the more diverse central blocks. I have reason to believe that these patterns of heterogeneity and homogeneity reflect the demographics of the neighborhood more than a direct correlation between certain ethnicities and property values. The result of this conclusion is that the Wireless Station is a crucial point in the neighborhood. Even as the houses developed eastward, the populations have clustered in certain areas, the West End especially, while the central blocks are more diverse. This juxtaposition allows the Wireless Station to act as a neighborhood core for engaging all populations in the neighborhood.

The early maps were too large, 1:2 500, and too complex to comprehend quickly. They were aggregate, so I decided to simplify the graphic and output four new maps highlighting the information that was most crucial to the direction of the Thesis. Additionally, the maps were decaying from use and did not include the school, AT&T, and many of the apartments because I did not know the actual boundary between JBER and the neighborhood.

CONTROLLED, CONTESTED, AND COMMON LAND

MAP

The first was a 1:1 000 figure-ground map of the entire neighborhood. Instead of the standard buildings as black and open ground as white, I wanted to explain the nuance of land control, and therefor accessibility, through a gradient of colors. This would identify what I called "contested space". The black spaces are the least accessible to the public, and were entirely enclosed spaces; buildings that were open to the public had pochéed walls, but open floorplans. The brown represented private lands that were not open to the public, but were still not enclosed in a building. I called this "controlled space". The white was completely accessible to the public, a road, a sidewalk or alley, or a park. The tan is the most interesting of the spaces, "contested space".

Contested space was any space that either did not have a clear owner, or was open to the public, but the use was controlled. Alternatively, contested space was space of controversy. The Wireless Station, for example, was a public property, and a National Historic Site, but was not accessible to the public, especially the interior. The MOA leases the parkland along the south bluff from the Railroad with several conditions. The Water Tower is on non-park property, but the boundary is hard to identify on the ground. Additionally, the strips of land between the property boundaries and the street curbs have no clear owner. Although the property owner does not pay taxes on that land, they accept the responsibility to care for the area and have the ability to claim it with private functions. Alternatively, the land is part of the street right-of-ways, which are public lands,





Fig. w. PREVIOUS SPREAD:
Government Hill Map of Common, Contested, and Controlled Land, v.2. Self. January 2018 (Edited May 2018). A sort of Figure-Ground Diagram, this map illustrates the different levels of land ownership and accessibility in Government Hill. The dark brown line illustrates the perimeter of the neighborhood. The original map did not include the trail, the purple line, but this edition illustrates how the Contested Land becomes the ideal location on the East Side, and the alleys, because of their historic use, provide the trail's location for the West Side.

Fig. x. FACING PAGE:
Sequence of Development Map. Self. November 2017.

Fig. y. SECOND NEXT PAGE:
Economic Zoning Map. Self. January 2018.

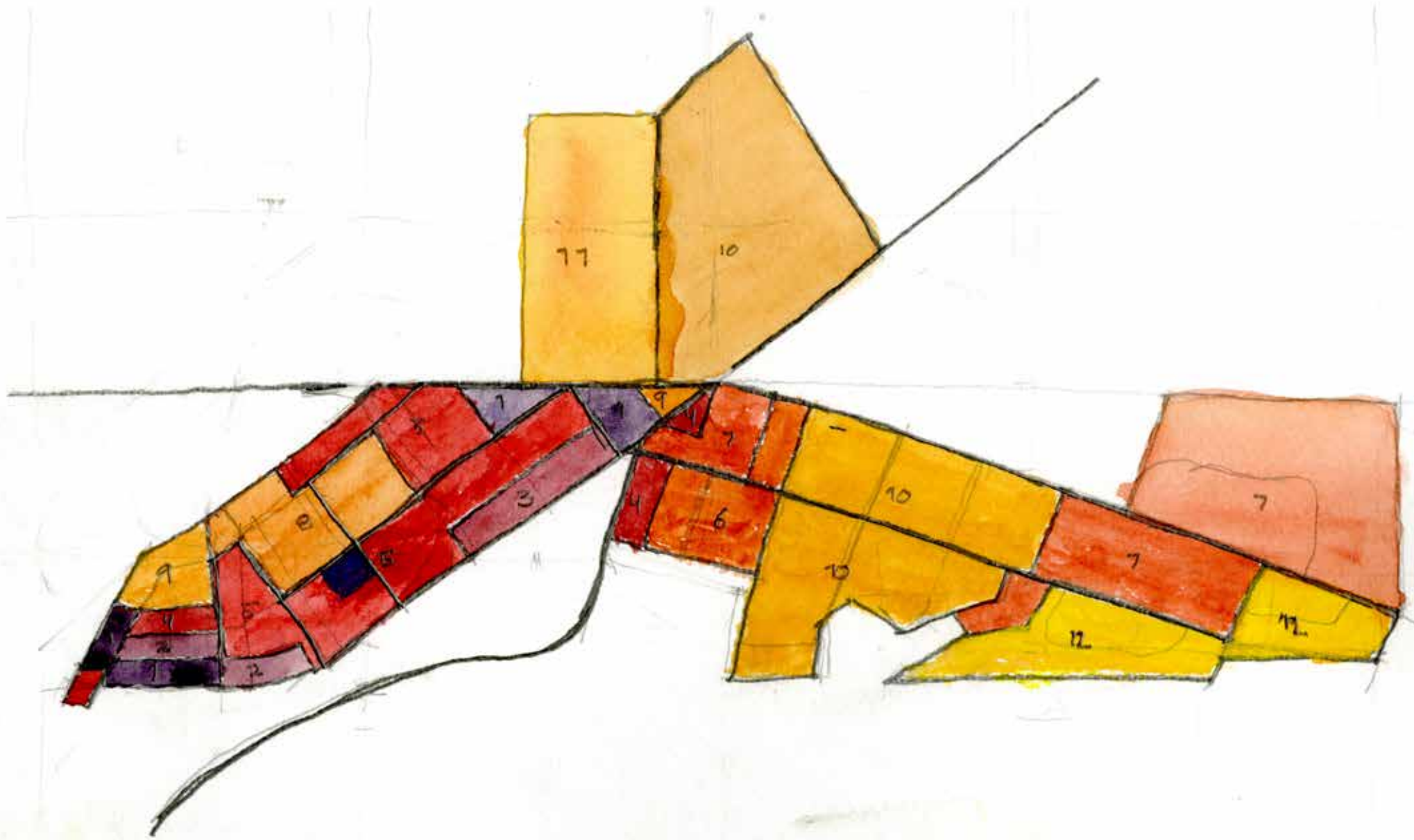
Fig. z. FOURTH NEXT PAGE:
Senior Map. Self. January 2018.

especially on Government Hill. In a sense, any member of the public has access to those strips. These could be the areas of interaction for my project. They had no clear owner, so my designs could provide public access but private control. The concept that they would be collectively held and used was crucial to the development of the design.

The smaller maps were less accurate than the first, and not at any specific scale. They were also not drawn from a tracing of the existing neighborhood, but a proportional sketch. The looseness this method provided liberated the strict subservience to the legal boundaries on the other maps.

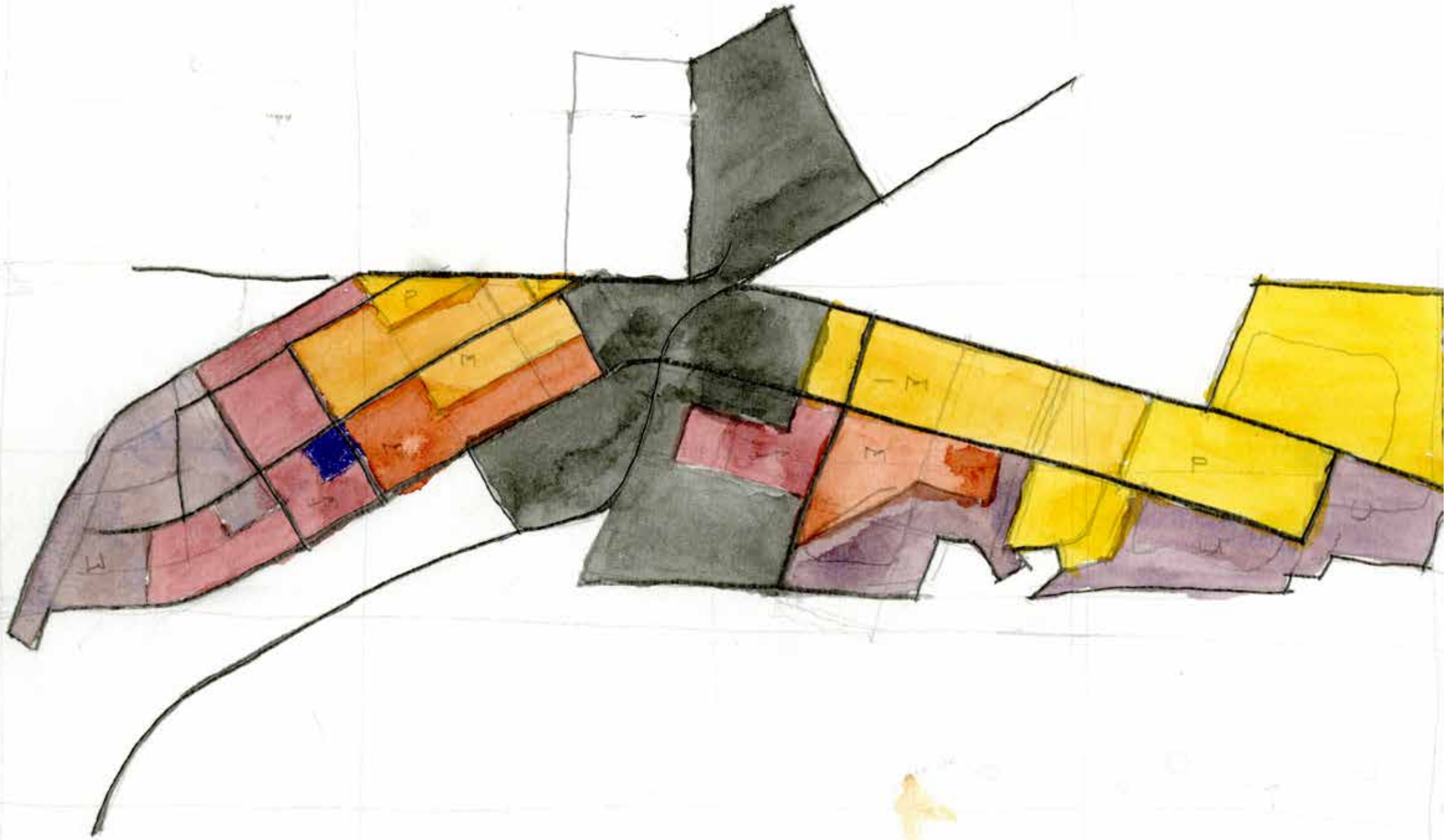
SEQUENCE OF DEVELOPMENT MAP

The first was the Sequence of Development. This followed the same color scheme I set out to use, from purple to yellow, and showed the pattern of development on Government Hill. Additionally, I focused on the built environment in 2017, instead of addressing changes to the subdivisions that occurred over time, especially in the East. I relied on the subdivision boundaries to try to homogenize the houses, many of which were not the first structures built on each property. The sequence was not gradual, and several of the subdivisions were occupied contemporaneously. The neighborhood obviously began in the west, but the pattern of the additions was interesting to reveal. North Addition #4 contains the Wireless Station, but the fact that at the intersection of Boyd and Manor, three subdivisions meet lends significance to that intersection. What remains interesting is how the southern portion of the West Side developed first, and the expansion north of Manor Avenue occurred later. The other trend was that the West End and center developed at the same time, with the AEC cottages at the bluff and the archery range in the center of the promontory. The West Side features subdivisions that wrap around each other or are very small, whereas the East had more uniform development. The dynamism of the development provides greater layers of history and significance to the West Side, at the center of which the Wireless Station persisted. The neighborhood did truly develop around the Station.



SEQUENCE OF DEVELOPMENT
1941-2013

E. W. H. 2012
171120



Economic Corridor
2012

C. W. Lee
12/14

ECONOMIC ZONING MAP

Next, I simplified the Property Value map into an Economic Zoning diagram. This illustrated the broader groupings of housing prices in the neighborhood, and revealed some noteworthy trends. Again, the color scheme remained on a spectrum from purple to yellow representing the highest to lowest prices. The core is the black, as I focused on the value of the dwellings on the Hill. I also edited the data for the East End developments to reflect the current reality (there are no vacant lots left in the new development, contrary to the GIS and tax data available). As the more detailed map had uncovered, the most valuable properties are on the west and east ends of the neighborhood. Once again, the intersection of Boyd St and Manor Ave is a shared corner between several economic zones. I made the assumption that rendering the apartments on the East Side as low-valued was more accurate to the message the map conveyed, as to the economic strata the residents occupied. In the same way, the differences between house values on a block became less significant, and the number of one stratum compared with another quickly simplified the diagram. The large number of higher values of houses on the West Side homogenized the blocks on the north portion that the first map had shown as disparate, but the condition that the East Side has generally lower values than the West is the main conclusion, and that the properties decrease in value as they get closer to the neighborhood center.

SENIOR MAP

Finally, and most importantly, I drew the more detailed Senior Citizens and Trusts vis-à-vis Rented and Leased Properties map. The purple occupies the properties that either have a Senior Citizen tax rebate or are held in trust whereas the yellow colors all the rental and leased properties. Although I could not verify the latter information, the color reflected conclusions from the tax data, which included owner information. If the property owner did not have the same address as the property address, I assumed it was a rental. If I recognized the same owner name as other properties in the neighborhood, I also assumed the properties were rentals. The apartment complexes were obviously rental properties, as were several leases from the Railroad. The fact that color occupies so much of the neighborhood is significant. The number of senior citizens, living and recently passed, illustrates the accepted trend that residents of Government Hill stay there for several decades, earning it the reputation of being the geriatrics section of Anchorage. In addition, potentially there are waves of exiting elders, either passing on or relocating to a senior living facility elsewhere in Anchorage or Outside, and that with their departure go their memories and stories of the neighborhood.



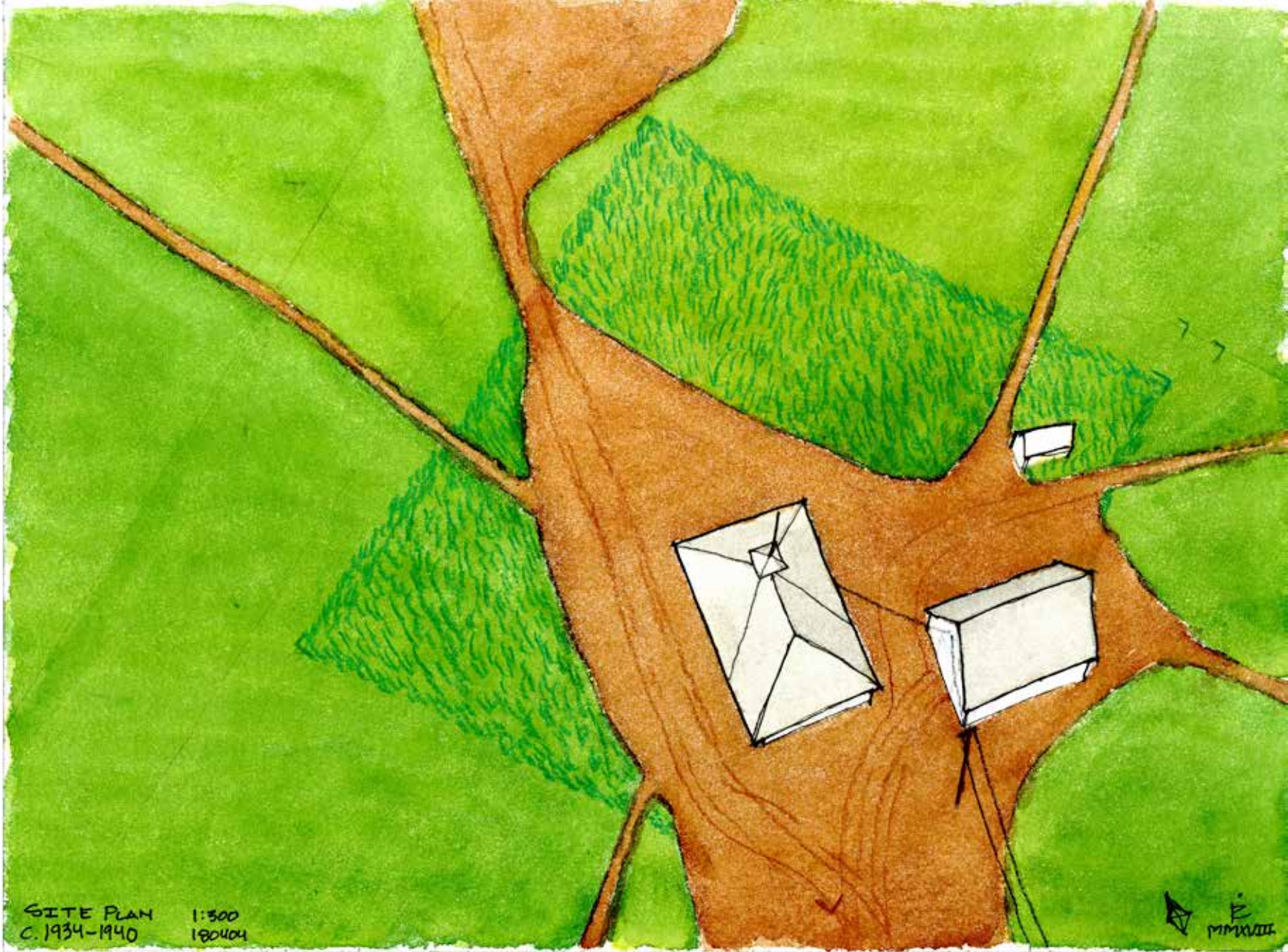
SENIOR CITIZENS AND TRUSTS (PURPLE)
VIS-A-VIS RENTED AND LEASED PROPERTIES (YELLOW)
2017

C. Wm ZEE
18018

The rentals pose a more malevolent pattern. Fewer individuals want to or can live full-time on Government Hill. They either are temporary residents or so not possess adequate income to afford owning a house. The rental residents are likely not University students, as the neighborhood is rather far from the UMED district. From surveys of the neighborhood and census data, the rental residents are immigrants and minorities, or military personnel in transition. What is worrisome is the high levels of turnover rentals engender. With so much flux of population, a community can soon lose its internal connexions. Without a strong attachment or ownership of a space, the residents may ignore the significance and strength of the community in Government Hill. The Wireless Station sits on the edge of a cluster of rentals that flanks Boyd St. Nowhere else is there such a cluster of rental properties. This field condition is perfect for the Wireless Station to engage and address. The diversity and heterogeneity immediately adjacent to the Wireless Station is the correct location for a forum and center for community discourse, and the celebration of history and heritage.

CONCLUSION

What may seem puzzling is that none of these mapping exercises deal directly with sound. It is true that none are about sound, and they are not supposed to be about sound. What they do is preserve the geographic and sociological contexts of the Wireless Station, and prove its centrality and significance to the neighborhood, not as an historic object, but as a steady datum against which the maps illustrate change. The maps provide another means for preservation of historic and contemporary patterns and populations, all of which lend and attribute significance to the Wireless Station.



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