

CLERK'S OFFICE
AMENDED AND APPROVED

Date: 9-9-14

Motion to amend the
Fairview Neighborhood Plan

Land Use Map passed 9-9-14 (Floor Amendment attached)

Submitted by: Chair of the Assembly at
the Request of the Mayor
Prepared by: Community Development
Department, Planning
Division, Long-Range
Planning Section
For Reading: August 26, 2014

ANCHORAGE, ALASKA
AO No. 2014-108

1 **AN ORDINANCE ADOPTING THE *FAIRVIEW NEIGHBORHOOD PLAN* AS AN**
2 **ELEMENT OF THE COMPREHENSIVE PLAN, AND AMENDING ANCHORAGE**
3 **MUNICIPAL CODE TITLE 21, LAND USE PLANNING (OLD CODE—EXPIRES**
4 **DECEMBER 31, 2014), SECTION 21.05.030A., AND AMENDING ANCHORAGE**
5 **MUNICIPAL CODE TITLE 21, LAND USE PLANNING (NEW CODE—EFFECTIVE**
6 **JANUARY 1, 2014), SECTION 21.01.080B., TABLE 21.01-1.**

7
8 (Planning and Zoning Case 2014-0066)

9
10 **THE ANCHORAGE ASSEMBLY ORDAINS:**

11
12 **Section 1.** The *Fairview Neighborhood Plan* Public Hearing Draft dated
13 March 2014 (Exhibit A), as amended by Planning and Zoning Commission
14 Resolution No. 2014-032 (Exhibit B), is adopted as an element of the
15 Comprehensive Plan.

16
17 **Section 2.** Anchorage Municipal Code (OLD CODE) section 21.05.030A. is
18 amended to read as follows (*the remainder of the section is not affected and*
19 *therefore not set forth*):

20
21 **21.05.030 Elements.**

22
23 The comprehensive plan consists of the following elements, which are
24 incorporated in this chapter by reference. While they may be valid planning
25 tools, plans or other elements that are not listed below or incorporated into
26 the comprehensive plan elsewhere in this Code are not official elements of
27 the comprehensive plan. If elements of the comprehensive plan conflict, the
28 element most recently adopted shall govern.

29
30 **A. *Anchorage Bowl.***

31 *** ***

32 **14. Fairview Neighborhood Plan, (insert effective date) (insert AO**
33 **no. and date).**

34
35 *** ***

36 (AO No. 18-75; AO No. 82-49; AO No. 85-165; AO No. 2000-119(S), § 4,
37 2-20-01; AO No. 2001-124(S), § 2, 2-20-01; AO No. 2002-68, § 1, 4-23-02;

AO No. 2002-119, § 1, 9-10-02; AO No. 2003-74, § 1, 5-20-03; AO No. 2003-129, § 2, 10-21-03; AO No. 2005-115, § 3, 10-25-05; AO No. 2006-93(S-1), § 2, 12-12-06; AO No. 2007-107, § 2, 8-28-07; AO No. 2008-74, § 2, 6-24-08; AO No. 2009-69, § 2, 6-23-09; AO No. 2009-104, § 3, 9-15-09; AO No. 2009-126, § 2, 12-1-09; AO No. 2010-22, § 2, 4-13-10; AO No. 2013-151, § 2, 1-14-14)

Section 3. Anchorage Municipal Code (NEW CODE) section 21.01.080B.1., Table 21.01-1 *Comprehensive Plan Elements*, is amended to read as follows (*the remainder of the section is not affected and therefore not set forth*):

21.01.080 Comprehensive Plan.

*** **

TABLE 21.01-1: COMPREHENSIVE PLAN ELEMENTS			
Area/Topic	Plan	Adoption Date [1]	Amendments
Anchorage Bowl	***	***	***
	Fairview Neighborhood Plan	AO 2014-108; (9-9-14)	
***	***	***	

*** **

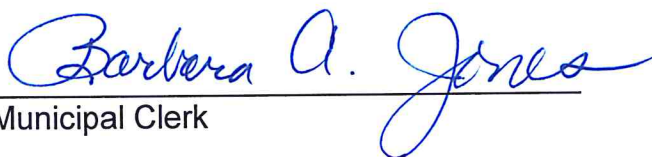
(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO No. 2013-151, § 3, 1-14-14)

Section 4. This ordinance shall become effective immediately upon its passage and approval by the Assembly.

PASSED AND APPROVED by the Anchorage Assembly this 9th day of September 2014.


Chair of the Assembly

ATTEST:


Municipal Clerk

(Planning and Zoning Commission Case 2014-0066)

Fairview Neighborhood Plan Proposed Amendment To AO 2014-108

Submitted by: Assembly Chair Flynn on behalf of the Fairview Community Council.

PROPOSED AMENDMENT: Amendment to Fairview Neighborhood Plan Land Use Plan Map:

Amend the Land Use Plan Map to designate the parcels located between Ingra and the alley to the east and between 14th and 15th Avenues to "Fairview Mixed Use Corridor."

Page and Line to be Amended: Land Use Plan Map, page 59

Purpose/Summary of amendment: The Fairview Community Council (FVCC) at their October 2013 meeting voted and approved designating the parcels located between Ingra and the alley to the east and between 14th and 15th Avenues to "Fairview Mixed Use Corridor." The designation of these properties to this land use category would allow for redevelopment of these parcels consistent with vision of mixed-use development along the Gambell/Ingra corridor.

This Land Use Plan Map designation change was missed by the consultant working with the FVCC and was not reflected in the draft plan that was submitted to the MOA and the Planning and Zoning Commission (PZC) for review and recommendation.

During the PZC public hearing process, this issue was discussed and the PZC agreed with the concept; however, the Commission directed Community Development staff and the FVCC to finalize the specific properties to be designated as such. Staff and the FVCC have completed their review of FVCC actions, and recommend the Land Use Plan Map be amended to reflect the FVCC's action of October 2013.

Will there be any public or private economic effect to the proposed amendment?

<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO (check one) If yes, please detail below.

Exhibit B

MUNICIPALITY OF ANCHORAGE PLANNING AND ZONING COMMISSION RESOLUTION NO. 2014-032

A RESOLUTION RECOMMENDING APPROVAL OF THE FAIRVIEW NEIGHBORHOOD PLAN.

(Case No. 2014-0066)

WHEREAS, the Anchorage Assembly established the authority for community councils to sponsor and develop a neighborhood plan under Anchorage Municipal Code (AMC) 21.05.155A.2. (AMC 21.03.130 in “new” Title 21); and

WHEREAS, the Anchorage Assembly approved Assembly Resolution 2006-42(S) on March 14, 2006, authorizing the Fairview Community Council (FVCC) to develop a neighborhood plan; and

WHEREAS, the FVCC is a grassroots voice representing neighborhood residents, businesses, and interested parties dedicated to developing, funding, and implementing their neighborhood plan; and

WHEREAS, through an extensive public involvement and input process, the FVCC completed the draft March 2014 *Fairview Neighborhood Plan Public Hearing Draft*, submitted to the Anchorage Planning and Zoning Commission for review and recommendation of approval; and

WHEREAS, the *Fairview Neighborhood Plan* also incorporates recommendations from many previous planning efforts as noted in the *Fairview Neighborhood Plan* Table 1, Page 10, including: the Fairview Transportation Study (1998), the *Anchorage Original Neighborhoods Historic Preservation Plan* (2013), the *Gambell Street Redevelopment and Implementation Plan* (2013), the Fairview Business Survey (2013), and *Anchorage 2020—Anchorage Bowl Comprehensive Plan* (2001) (*Anchorage 2020*); and

WHEREAS, the *Fairview Neighborhood Plan* is a comprehensive plan that contains a diverse set of goals and objectives that will assist the neighborhood in achieving a common vision for promoting owner-occupied residential housing; the future establishment of overlay districts and associated design standards; an area-specific land use plan map that will guide future land use and zoning decisions to support single-family and mixed-use development; the Gambell Street corridor safety improvements; encouragement of new development and redevelopment through the use of tax abatement as provided for in Municipal Code Chapter 12.35 – Deteriorated Properties and Economic Development chapter; promoting safe and walkable streets; identifying transportation network improvements; and the importance of addressing public inebriate impacts to commercial, residential, and industrial areas; and

WHEREAS, the *Fairview Neighborhood Plan* was presented to the Anchorage Planning and Zoning Commission through two work sessions and two regular meetings at which substantial public testimony was heard for this plan; and

WHEREAS, the *Fairview Neighborhood Plan* received substantial comment, recommendations, and support by the Anchorage Planning and Zoning Commission, which are included in Exhibit A-Issue-Response Table; and

WHEREAS, *Anchorage 2020* identifies the Fairview area as one of Anchorage's busiest transportation corridors and speaks to the potential of a mixed-use commercial and residential area identified as a Neighborhood Commercial Center, and as such supports the Fairview neighborhood as a unique contributor to Anchorage's long-term economic vitality and sustainability; and

WHEREAS, the *Fairview Neighborhood Plan* supports *Anchorage 2020* recommendations for a Neighborhood Commercial Center, "with a scale and appearance compatible with adjacent residential neighborhoods, highly responsive to the needs and character of the nearby neighborhood areas in scale and traffic patterns," through the inclusion of the Gambell Street Redevelopment Plan by reference; and

WHEREAS, a public hearing before the Planning and Zoning Commission was opened and closed on May 19, 2014, with public testimony from several Fairview residents and Alaska DOT&PF; and

WHEREAS, on June 2, 2014, the Planning and Zoning Commission further deliberated the merits of the *Fairview Neighborhood Plan* and provided additional motions and amendments to the plan based on work session discussions, and commission recommendations; and

WHEREAS, the *Fairview Neighborhood Plan* meets AMC 21.03.130D., Standards, on both: 1. Form and Content (1.a. through 1.h.), and 2. Sound Planning Policy (2.a. through 2.e.).

NOW, THEREFORE, BE IT RESOLVED by the Anchorage Planning and Zoning Commission that:

A. The Commission makes the following findings of fact:

1. The *Fairview Neighborhood Plan* meets the guidelines of title 21.03 and *Anchorage 2020* to promote, write, and ultimately sponsor and seek adoption of their own neighborhood plan.
2. The *Fairview Neighborhood Plan* is an exemplary example of a well-documented and thorough public outreach effort.
3. The Fairview neighborhood is located in an exceptional area of Anchorage within close proximity to Downtown and Midtown.

4. The *Fairview Neighborhood Plan* identifies significant issues, including proposed major transportation projects, while also identifying tremendous opportunities for the area.
5. The primary existing landscape of Fairview includes small lots, alleys, and sidewalks that other neighborhoods desire but don't have.
6. The small-lot areas proposed to remain single-family or lower intensity through the proposed land use plan map have the opportunity to generate added property value.
7. Through potential down-zoning, there is opportunity to create a solid neighborhood with a mix of rental- and ownership-housing that would increasingly foster a neighborhood sense of place.
8. The *Fairview Neighborhood Plan* is consistent with *Anchorage 2020* with focus on mixed-use development in the core areas of Gambell and Ingra, while balancing supporting land use on the fringes.
9. The *Fairview Neighborhood Plan* proposes four overlay districts that would give the neighborhood more flexible control over zoning decisions than what currently exists. A follow-up implementation item to the adoption of the *Fairview Neighborhood Plan* should be a process to determine appropriate zoning and development guidelines for the four overlay districts.
10. Neighborhood development and economic development is multi-faceted; the *Fairview Neighborhood Plan* has articulated the tools, actions, problems, and potential solutions to benefit the neighborhood, and just as importantly, that would benefit the Municipality of Anchorage as a whole.
11. The *Fairview Neighborhood Plan* recommends the Gambell Street Corridor Project as an essential redevelopment and multi-modal transportation element to help bring change and certainty to the neighborhood to aid the community in overcoming the detrimental effects of the Highway-2-Highway proposal.
12. The Gambell Street Corridor Project could ultimately bring "Main Street" back to Fairview. Municipal representation is essential on AMATS to advocate for this neighborhood as the project fits within the context of regional transportation solutions.
13. Gambell Street is neither safe for the public, nor safe for traffic; it is time to stop studying Gambell Street and to take action for


improvements. Concerning the AMATS plan noted on page 32, to delay [a project] until 2035 could be considered a taking, through the 20-year delays asked of property owners. Public agencies should make their decisions in a timelier manner.

14. Successful implementation of the *Fairview Neighborhood Plan* will provide for opportunities to enhance neighborhood stability and bring critical investments into the neighborhood for the benefit of future generations.
15. The *Fairview Neighborhood Plan* is a significant step by the FVCC to revitalize an under-served community that continues to suffer from impacts of past poor planning decisions; and
16. The *Fairview Neighborhood Plan* puts forth a visionary document that has the potential to diversify and expand economic development options in Fairview, specifically along the Gambell and Ingra Streets corridor; to enhance new and existing business development; and to provide access to jobs, housing, and recreational opportunities for residents and visitors, as articulated in *Anchorage 2020*.

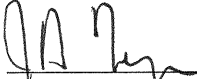
- B. The Anchorage Planning and Zoning Commission recommends approval of the March 2014 *Fairview Neighborhood Plan Public Hearing Draft* to the Anchorage Assembly with the amendments listed in the Issue-Response Table, included as Attachment A.

PASSED AND APPROVED by the Anchorage Planning and Zoning Commission this 2nd day of June, 2014.

ADOPTED by the Anchorage Planning and Zoning Commission this 14th day of July, 2014.



Jerry T. Weaver, Jr.
Secretary



J. A. Fergusson
Chair

Attachment: A. Issue-Response Table

(Case No. 2014-0066)

krb

Attachment A

PZC Resolution No. 2014-032

Issue – Response Table

Fairview Neighborhood Plan Public Hearing Draft

(PZC Case No. 2014-0066)

NOTES:

- Table does not address fact checks, general edits, style, typo corrections, or similar general text or map comments. These will be fixed with the Final document.
- The Table summarizes all staff and Fairview Community Council recommendations to date and responses to comments. AGREE indicates concurrence with the comments. NOTED indicates the comments are acknowledged and where indicated, further discussions may be needed on how to address the comment.
- All public and agency comments received as of April 30, 2014 are included. Column 1 indicates whom the comment was received from.
- Column 2 contains the specific comment or issue to be resolved.
- Column 3 contains the staff and or FVCC response to the comment or issue.
- Column 4 notes PZC action on the item.
- ~~Strike throughs~~ indicate deletions and underlining indicates additions to public hearing draft text.

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
1 – Fairview Community Council (FVCC) Page 3	EXECUTIVE SUMMARY At the beginning of the third sentence, add: <u>Fairview residents,</u> the Fairview Community Council, ... In the third sentence, after the words "a walkable main street with mixed use development," add: <u>world-class neighborhood public schools,</u> and a safe...	STAFF AGREE	Accept
2 – FVCC Page 6	EXECUTIVE SUMMARY, OUTLINE OF THE PLAN, • Chapter 4: Community Vision Delete the bullet which reads: Promote Life-long learning and a commitment to excellence in education. Replace with the following: <u>Create a community with a world-class education system, accessible to all income groups, and where people of all ages, ethnicities, and cultures are successful in learning.</u>	STAFF AGREE	Accept

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
3 – FVCC Page 15	Under "AN ACTIVE COMMUNITY COUNCIL" At the end of the paragraph, add: ...13 th Avenue Pedestrian lighting, <u>Fairview's Future Image, Children Successful In School A Fairview Community Compass Action Plan, Fairview Education Summit, the community effort to close the Nevada Tavern.</u>	STAFF AGREE	Accept
4 – FVCC Page 37	PUBLIC PROCESS, Under EXISTING ISSUES AND OPPORTUNITIES Under ISSUES, first column, add new bullet: • <u>Low neighborhood public school student performance</u> Under ISSUES, second column, , delete Fairview Elementary School Performance and replace with <u>Low neighborhood public schools student performance</u>	STAFF AGREE	Accept
5 – FVCC Page 37	PUBLIC PROCESS, EXISTING ISSUES + OPPORTUNTIES Under Opportunities, add bullets: • <u>Restoration of Gambell Street as Fairview's Main Street</u> • <u>Winter City Neighborhood</u> • <u>Sports Complex as anchor tenant of revitalized Main Street</u> • <u>New urban mixed-use development atop "covers" of the Glenn-New Seward-KAC connection</u> • <u>Strategic location equidistant between Downtown and Midtown</u> • <u>New partnerships between Municipality (land use) and DOT&PF (H2H, KAC) for redevelopment</u>	STAFF AGREE	Accept

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
6 – FVCC Page 39	COMMUNITY VISION, under HOUSING Second paragraph second sentence of “Guiding principles,” add “ethnicities” and “cultures” so it reads as: Fairview should contain a diversity of housing types to enable citizens from a wide range of economic levels, <u>ethnicities, cultures, and age groups to live within our borders.</u>	STAFF AGREE	Accept
7 – FVCC Page 40	COMMUNITY VISION Under PROSPERITY, add in the last paragraph: <u>The future H2H, KAC connection should include mixed-use development on the covers.</u> Under MOBILITY, add as last paragraph: <u>Future traffic from the Knik Arm Crossing should flow seamlessly into the controlled access Glenn-New Seward connection and not be directed onto Fairview’s Main Street.</u>	STAFF AGREE	Accept
8 – FVCC Page 41	I. Protect & Improve Neighborhood Character Under 1.3, add “(4th to 8th, Ingra to Orca)” after North Fairview: 1.3 Foster high-intensity mixed use development for Gambell/Ingra Corridor and North Fairview <u>(4th to 8th, Ingra to Orca).</u>	STAFF AGREE Update Fairview Guide Map text for consistency	Accept
9 – FVCC Page 43	Under 3. Create Incentives for Economic Development, add new 3.12: <u>3.12 Establish new partnerships between Muni and DOT&PF to develop covers with vertical structures emphasizing mixed-use development along with parks and open space.</u>	STAFF AGREE Update Fairview Guide Map text for consistency	Accept

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
10 – FVCC Page 44	<p>COMMUNITY VISION, Under OUR GOALS, 7. PROMOTE LIFE-LONG LEARNING AND COMMITMENT TO EXCELLENCE IN EDUCATION</p> <p>In Part 7.1, delete the words "foster" and replace with the words "help develop"; after the word "ages," add the words "ethnicities and cultures"; after the words "about learning," replace with the words "and successful learners." The sentence reads as:</p> <p>Help foster <u>develop</u> a community with a world class education system, accessible to all income groups and where people of all ages, <u>ethnicities, and cultures</u> are enthusiastic about learning <u>and successful learners</u>.</p>	STAFF AGREE	Accept
11- FVCC Page 45	<p>COMMUNITY VISION, OUR GOALS, FAIRVIEW MAIN STREET</p> <p>Add to Fairview Main Street Goals: <u>Encourage mixed-use development on "covers"</u></p> <p>See the City of Cincinnati's report: "Connect the Blocks" and the "Cut and Cover" Graphic, attached as comments for ideas for supporting the Fairview Main Street Vision.</p>	<p>STAFF AGREE</p> <p>Update Fairview Guide Map text for consistency</p>	Accept
12- FVCC Page 46	<p>COMMUNITY VISION, OUR GOALS, EAST FAIRVIEW</p> <p>Add to East Fairview Goals: <u>Encourage new businesses along northern area (4th to 8th, Ingra to Medfra) to develop using Winter-wise and pedestrian-friendly approaches</u></p>	<p>STAFF AGREE</p> <p>FVCC may need to provide a detailed definition of "winter wise".</p> <p>Winter or northern city references should be consistent in the Plan. FVCC to say what they want to use.</p> <p>Update Fairview Guide Map text for consistency.</p>	Accept

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
13 – FVCC After Page 46	COMMUNITY VISION, OUR GOALS, Under 1. PROTECT & IMPROVE NEIGHBORHOOD CHARACTER Under 12, amend sentence by adding the word "learn" after the word "play" to read as: 12. Work to generate greater pride in Fairview as a place to live, work, play, <u>learn</u> , and prosper.	STAFF AGREE Update Page 42, 1.12 text for consistency	Accept
14 – FVCC Page 49	IMPLEMENTATION, NEXT STEPS, I. PROTECT & IMPROVE NEIGHBORHOOD CHARACTER Under Strategy #1.12, add the word "learn" after the word "play" so the sentence reads: Work to generate greater pride in Fairview as a place to live, work, play, <u>learn</u> , and prosper.	STAFF AGREE	Accept
15 – FVCC Page 53	IMPLEMENTATION, 3. CREATE INCENTIVES FOR ECONOMIC DEVELOPMENT Add a new Strategy, 3.12: <u>3.12 Develop Memorandum of Agreement between Muni and DOT&PF whereby local government assumes responsibility for redevelopment of covers through acquisition of air rights above National Highway System facility</u> Under "Responsibility" add: <u>MOA</u> Under "Next Step" add: <ul style="list-style-type: none"> • <u>Work with DOT&PF to develop standards for more robust engineering of covers to support vertical structures</u> • <u>Work with Heritage Land Bank to add air rights and new covers to their future asset inventory</u> Under "Timeframe" add: <u>Near- to medium-term</u>	STAFF AGREE	

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
16 – FVCC Page 56	<p>IMPLEMENTATION, 7 Promote life-long learning and commitment to excellence in education</p> <p>Under Strategy 7.1, delete existing language and replace as follows:</p> <p>Foster a community with a world class education system, accessible to all income groups and where people of all ages are enthusiastic about learning. <u>Help develop a community with a world-class education system accessible to all income groups, and where people of all ages, ethnicities, and cultures are enthusiastic and successful learners.</u></p> <p>Under "Time Frame" delete "mid-term" and replace with "<u>near-term</u>"</p>	STAFF AGREE	Accept
17 – FVCC Page 58	<p>IMPLEMENTATION, FAIRVIEW MIXED-USE CORRIDOR</p> <p>Add new paragraph:</p> <p><u>The commercial areas in the northern section of East Fairview should develop in harmony with the Mixed-Use Corridor. Where opportunities present themselves, redevelopment should promote the integration of a pedestrian-scaled street environment and northern design principles.</u></p>	<p>STAFF AGREE</p> <p>Winter or northern design/city references should be consistent in the Plan. FVCC to say what they want to use.</p>	Accept
18 – FVCC After Page 58	<p>LAND USE PLAN MAP</p> <p>The Fairview Community Council concurs that the three lots on the east side of Ingra, north of 15th should be included in the mixed-use district zoning color on the map.</p> <p>The following comment was received by the council:</p> <p>In the final Neighborhood Plan presented by Agnew-Beck at the October Community Council meeting, the zoning map on page #32 showed a "Community Activity Center" mixed use designation for six lots on the east side of Ingra between</p>	STAFF NOTED, but need to review with FVCC the existing uses and zoning on these properties prior to making this change.	Accept

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
	<p>14th and 15th street.</p> <p>In the current draft Neighborhood Plan that the MOA planning Department is taking comments on, the zoning map shows these lots are not designated as "Community Activity Center" mixed use.</p> <p>I believe this is a technical mistake, and ask that the Community Council Executive Board send a letter to the MOA Planning Department that request's these lots be re-designated as "Community Activity Center" mixed-use, as designated in the October Neighborhood Plan zoning map.</p> <p>Having been involved in Planning Committee meetings, Community Workshops, and council meetings over the last ten years wherein we have talked about these lots, I understand the dynamics and reasons the community and Community Council Leadership have desired to have these six lots designated as a "Community Activity Center" mixed use area.</p>		
19 – FVCC	<p>Additional language regarding the Mixed Use Corridor Area: (Not sure the page)</p> <p>The point of the Fairview mixed use corridor is to identify an area that is targeted to create a robust pedestrian-scale neighborhood with services supporting a vibrant community located nearby. An overlay will be developed as a next step. In the interim, Fairview Community Council has defined the intent of the section in a way that sparks investment but does not allow parts to be developed in a way that conflicts with current residential uses. The intent is to ease restrictions on the area that previous planning efforts have placed on the section, while protecting the residential character of the neighborhood. The goal is to generate smaller-scale commercial shops and employment, high</p>	<p>STAFF AGREE</p> <p>Need to finalize with FVCC on where this language should be included in the Plan and/or the Land Use Plan Map.</p> <p>Note: Tax incentives are currently being considered for this area as provided in Municipal Code 12.35.</p>	Accept

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
	<p>density residential, and a thriving street-level store-front. Current zoning and land use designations preclude this kind of development.</p> <p>Proposed intent of Fairview mixed use corridor:</p> <p>A diversity of land uses compatible with pedestrian scale and shared tenant ship with residential uses. This does not preclude zoning designations that include B-3, but the scale of such uses needs to be compatible with a dense pedestrian population. Emphasis is on residential, while allowing for a diversity of uses compatible with residential use. B-3 uses should be of a scale compatible with a pedestrian population. "Box stores", high-rise office buildings, and developments that would combine multiple lots into a single plat should be reviewed in light of the intent of this plan, and developed in consultation with the community council until an overlay is developed. The Gambell Street Business Corridor is intended to capture business from traffic flow, but it is not the intent of this corridor to allow for land uses that depend exclusively on high traffic counts and vehicular patrons passing through the area.</p> <p>Residential development will be encouraged to compete with commercial uses for the mixed use corridor through tax incentive programs being developed by the Municipality and the State.</p>		

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
20 – Fairview Business Association (FBA)	Additional analysis provided by FBA to address ADOT concerns about the Gambell Street Corridor Project. Analysis was emailed to planning staff.	Additional FBA Analysis has been completed in response to DOT comments and is provided to PZC as part of supporting documents to the FVNP, see Comments.	
21 – State Department of Transportation	<p>The plan makes several references to the Gambell Street Redevelopment Plan, which specifically discusses reducing Gambell Street from four to three lanes and makes other provisions for on- street parking and bike/pedestrian accommodations.</p> <p>The Ingra/Gambell couplet is a major north-south corridor of regional significance to Southcentral Alaska in the heart of Anchorage that provides direct connections to Downtown Anchorage, the Sullivan Arena and surrounding sports complex, and connections to the Glenn and Seward Highways. The couplet moves approximately 50,000 vehicles a day. There are several major projects listed in the AMATS 2035 Metropolitan Transportation Plan (MTP) that could have significant impacts on Gambell Street in the future.</p> <p>The Glenn to Seward Connection and the Knik Arm Bridge crossing would significantly impact traffic operations on Gambell Street. Both projects are large scale transportation investments and there is no certainty as to when these projects would be complete. While the Glenn to Seward Connection may divert traffic from Gambell Street, the Knik Arm Bridge Crossing could potentially add thousands more vehicles to the network and Gambell Street would need to have the capacity to handle such traffic. Congestion on Gambell Street could exacerbate cut through traffic creating difficult conditions on adjacent neighborhood streets. Additional travel lanes are currently being added to the Glenn and Seward Highways, which will feed into the couplet.</p>	<p>STAFF NOTED See response in #20.</p> <p><u>Amended Staff note 6/24/14:</u> AMATS has asked for additional information which was to be presented by CH2MHill to the AMATS Technical Committee. AMATS asked the CH2MHill run the travel model with the KAC and H2H projects in place. The June AMATS meeting was cancelled and this information has not been presented to AMATS as of 6/24/14.</p>	Accept

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
	<p>We believe it is important to maintain the existing reserve capacity on Gambell Street and would recommend that a much more detailed analysis and traffic impact study be conducted before any capacity is removed from Gambell Street.</p> <p>While we support the efforts of the Community Council to work with the Municipality and Department to guide and plan for the future of the neighborhood, it would be premature of AKDOT&PF to approve of any action reducing capacity on Gambell Street at this time. Changes to Gambell Street must take into account potentially far reaching impacts to the entire regional network.</p>		
22 – MOA/ AWWU	Anchorage Water and Wastewater Utility has no objection to this neighborhood plan.	<p>STAFF NOTED</p> <p>No further action needed</p>	Accept

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
23 – MOA/ Long Range Planning (LRP)	<p>LAND USE PLAN MAP</p> <p>Long-Range Planning staff (LRP) has recommended changes and additional language to the land use plan map: (The Fairview Community Council agrees with the following recommendations.)</p> <ul style="list-style-type: none"> • Fairview Mixed-Use Corridor explanation should be amended to be more specific. • Legend should also add statements for <u>Major City Center</u> and <u>Industrial/Commercial</u> land use categories should be added. • Additionally in the land use plan map legend, RMU should be deleted. • <u>R4-A</u> should be added to zoning categories for the Fairview Mixed Use Corridor. • The two legends on the land use plan map should be merged. • The land use plan map should also indicate the Highway2Highway (H2H) project corridor. This will allow the community to identify mitigation elements as that project is funded and moves forward. 	FVCC AGREE	Accept
24 – MOA/LRP	<p>LRP staff has also recommended that the neighborhood develop a mitigation scenario for the H2H project. This can include a similar scenario that was developed for the Government Hill Neighborhood Plan. Suggested mitigation elements for H2H should be part of this plan, including a mitigation measure that addresses housing that will be lost due to R.O.W acquisition. Housing lost should be replaced within the Fairview area and included as part of the overall H2H project cost. (The Fairview Community Council has agreed with this recommendation and will be providing</p>	<p>FVCC AGREE</p> <p>See the City of Cincinnati's report: <i>"Connect the Blocks"</i> and the "Cut and Cover" Graphic, attached as Comments for ideas supporting the Fairview Main Street Vision.</p>	Accept

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
	additional text for the document.)		
25– MOA/LRP	<p>LRP Staff recommends the Land Use Plan map should identify the areas currently zoned R-4 and R-3 within the Fairview Mixed Use Corridor land use designation. These residentially zoned properties should be maintained and developed with housing to help meet housing needs in the Anchorage area. Anchorage currently does not have enough buildable residential land to accommodate forecasted new housing demand. The Anchorage Bowl Comprehensive Plan makes conservation of residential lands for housing a high priority. If not identified, these residential zoned properties in Fairview may be lost in the future to rezoning actions to non-residential zoning districts. Such rezoning would enable single-use retail or other typical development without mixed-use. Staff recommends the following:</p> <ul style="list-style-type: none"> • Areas within the Fairview Mixed Use Corridor land use designation that are currently zoned R-4 and R-3 should be differentiated on the Land Use Plan map, such as with a line pattern overlay, from other parts of the Fairview Mixed Use Corridor; and • The Fairview Mixed Use Corridor description in the narrative should explain that areas with the line pattern overlay, which were zoned residential as of the Fairview Plan’s adoption, are intended to be developed as either residential projects or as mixed-use projects that include housing. New projects should live up to the housing potential intended for the R-4 and R-3 districts. Any changes in zoning to implement the Fairview Mixed Use Corridor in these areas should have minimum requirements for the amount of housing in developments, including a 	<p>FVCC AGREE</p> <p>Areas currently zoned R-4 and R-3 within the Fairview Mixed Use Corridor land use designation will be delineated on the map as a stop-gap measure until a new overlay designation is developed and adopted that enables highest and best use of all the properties in the Fairview Mixed Use Corridor in light of the goals of the Fairview Neighborhood Plan.</p>	Accept

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
	<p>minimum percentage share of the mixed-use development to be residential.</p> <p>FVCC response: The Neighborhood Plan identifies the Fairview Mixed Use Corridor as an area that can help with the identified goal of providing increased housing for the Anchorage bowl, while also encouraging a vibrant pedestrian-friendly commercial sector on the street level. There is a problem with current R-3 and R-4 designations, in that they are arbitrary and prevent investment in both mixed use (residential/commercial) and in commercial investment that is not adjacent to B-zoned property. As examples, FVCC submits the case of The Horn Doctor's non-conforming use, while Morrison Auto was able to convert a lot to B3 because of continuity. FVCC agrees that there is a need to protect and increase high density housing in the Mixed Use Corridor, and that the need will be further addressed in an overlay as a next step. FVCC can agree to this proposal only as a stop-gap until a new overlay designation is developed and adopted that enables highest and best use of all the properties in the Fairview Mixed Use Corridor in light of the goals of the Fairview Neighborhood Plan.</p> <p>FVCC also would encourage rezoning of any part of the Mixed Use Corridor to R-4A. Finally, FVCC is working with MOA and the State to develop a series of incentives for investment in housing in the Mixed Use Corridor.</p>		

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
26- MOA/LRP	LRP Staff recommends that the Land Use Plan map clarify that its land use colors outside the Fairview Neighborhood Plan boundary are for illustration purposes only. Other Comprehensive Plan elements, such as the Downtown Comprehensive Plan, apply to the areas outside of Fairview’s neighborhood boundaries.	FVCC agrees with this suggestion	Accept
27- MOA/LRP	<p>LRP Staff recommends that the narrative description of the Major City Center land use designation clarify that it is the intent of the Fairview Neighborhood Plan that this is equivalent to the “East Avenues” sub-district of the Downtown Plan’s DT-2 Downtown Mixed-use land use designation. The DT-2 district of the Downtown Plan is the more up-to-date and area-specific Downtown Plan land use designation for this general area. The Fairview Plan should adapt the general guidance for its area from the development guidance in the Downtown Plan for the DT-2 East Avenues District, considering also proximity to Merrill Field and the H2H connection. The DT-2 East Avenues District encourages the following type of development:</p> <p style="padding-left: 40px;">New development should cater to populations interested in a live/work environment. Development specifications include: 2-10 stories, 20 to 60 plus units/acre per Merrill Field flight path, and depending on seismic restrictions within seismic ground failure zones #4 and #5, medium to high density residential live/work, office, hotel, local-serving retail development, tall building massing is set back from street, steps down to the pedestrian scale at street level and is sensitive to climatic effects.</p> <p>FVCC response: FVCC recognizes that there are several businesses in this area that may not fit the permitted activities in DT-2, but would support a designation that</p>	FVCC supports a designation that allows for existing uses that are compatible with a pedestrian and residential community.	Accept

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
	allows for existing uses that are compatible with a pedestrian and residential community. FVCC also expects to adopt build-to zones rather than setbacks in the design guidelines to be developed as a next step.		
28 – MOA/ Private Development Section	<p>MOA plan review engineer has the following comments on drainage in the plan area: The petitioner is alerted to the pending requirement to provide a full drainage analysis and calculations to Private Development under land use and/or building permit processes. An analysis will be required to address storm runoff as a result of the proposed changes in infrastructure and to permeable/impermeable surface treatments final plans with appropriate details will be required prior to approval of building plans. The analysis and plan shall present and illustrate respectively how drainage from this facility is being managed in relation to per peripheral properties and right-of-way; demonstrate that post development during each will not adversely impact adjacent properties or rights-of-way; and, measures to be taken in the event that excavation associated with the build-out of the property exposes subsurface flows.</p> <p>Drainage analysis and design shall conform to the Municipality of Anchorage Design Criteria Manual (DCM) and the Drainage Design Guidelines (DDG).</p> <p>The Private Development Section has no objection to approval.</p>	<p>STAFF NOTED</p> <p>This comment is beyond the scope of this Plan. It is more appropriate for a building permit application.</p>	Accept

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
29 – MOA PW/Traffic Section	<p>Traffic concurs with the implementation plan prescribed by the neighborhood plan. Gambell and Ingra Streets are AKDOT&PF facilities and implementation plans for designs of the pedestrian and vehicular efficiency and safety are subject to the available resources and long-range transportation plans of the AKDOT&PF.</p> <p>The Fairview Neighborhood Plan should be coordinated directly with the design changes proposed for the Chester Creek Sports Complex redevelopment and efforts to mitigate peak event traffic congestion and improve access and level of service along Gambell and Ingra Streets.</p>	<p>STAFF NOTED</p> <p>See response to #20 above.</p> <p>Need to discuss with FVCC on how to address this in the Plan.</p>	Accept
30 – MOA CDD/ Building Safety	No comment.	<p>STAFF NOTED</p> <p>No further action needed</p>	Accept
31 – MOA PW/Public Transportation	<p>Public Transportation offers 5 routes that serve the Fairview Community: Route #13, Route #15, Route # 8, and outlining areas Route # 45 and Route #102. Route #13 serves Alaska Regional, Providence Hospital, and Alaska Native Medical Center, including the U-Med District and Downtown. Route #15 serves many shopping options such as Northway Mall, Carrs-Safeway, Fred Meyer, Wal-Mart, and Fifth Avenue Mall, Walgreens, and Costco. Route #8 travels to the Muldoon Public Library, Alaska Job Center, Municipal offices at City Hall, Northway Mall, and Merrill Field. Ridership averages for Route #13, #15 and #8 is 20 riders a trip on weekdays and 18 on weekends. People Mover is dedicated to serving the Fairview Community and we support improvements to increase pedestrian access and mobility upgrades.</p>	<p>STAFF AGREE</p> <p>Public Transportation information can be added to Chapter 2, “Existing Conditions.”</p>	Accept

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
32 – Beth Verelli	Leverage What We Have <ul style="list-style-type: none"> ▪ Increase code enforcement and improve codes to eliminate ongoing problems with junk cars, unsightly litter and dumping, use of land as parking lots for buses, and eliminate businesses incompatible with a safe, beautiful and family friendly neighborhood. 	STAFF NOTED FVCC AGREES with the intent and will seek to implement it through a committee of the Council.	Accept
33 – Beth Verelli	Leverage What We Have <ul style="list-style-type: none"> ▪ Bury utility lines and redevelop alleys. 	STAFF NOTED FVCC AGREES and are working with ML&P and MOA to implement this. Alley paving is an identified priority on the Fairview Capital Improvement Projects list.	Accept
34 – Beth Verelli	Leverage What We Have <ul style="list-style-type: none"> ▪ Mandatory minimum levels of care and maintenance of buildings and landscaping. 	STAFF NOTED FVCC AGREES with the intent of this comment. This issue will be addressed in the development of an overlay for the neighborhood and for design guidelines.	Accept
35 - Beth Verelli	Economic Development Incentives <ul style="list-style-type: none"> ▪ Strongly recommend instituting a tax abatement program and establishing building permit waivers specific to owner occupied homes in the Fairview area to increase ownership rates, and encourage residential upgrades in one of the lowest owner-occupied neighborhoods in the MOA. 	STAFF NOTED FVCC agrees with the intent of this comment and will support programs to encourage home ownership in the neighborhood.	Accept
36 - Beth Verelli	Economic Development Incentives <ul style="list-style-type: none"> ▪ Update zoning for entire Fairview area to encourage small scale neighborhood businesses compatible with residential housing, and incentivize small cottage industries. 	STAFF NOTED FVCC recognizes the validity of the point. This issue will be addressed in the development of the overlay for the neighborhood.	Accept
37 – Beth Verelli	Health & Safety & Community <ul style="list-style-type: none"> ▪ Encourage the MOA to re-establish neighborhood 	STAFF NOTED This is a goal of FVCC.	Accept

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
	policing in Fairview and other low income neighborhoods.		
38 – Beth Verelli	Health & Safety & Community <ul style="list-style-type: none"> Create programs for the APD and AFD to positively interact with elementary school kids. 	STAFF NOTED FVCC AGREES with the intent of this goal and will seek to develop such programs, though the Neighborhood Plan may not be the best place to outline the program.	Accept
39 – Beth Verelli	Health & Safety & Community <ul style="list-style-type: none"> Establish small community centers with free walk-in counseling centers, day care, indoor play areas, and hobby rooms (sewing, knitting, wood/metal shop etc.). 	STAFF NOTED FVCC AGREES with the intent of this comment, though the logistics of such a program would need to be identified before incorporating into the plan.	Accept
40 – Beth Verelli	Health & Safety & Community <ul style="list-style-type: none"> Establish a car maintenance shop for rent by neighborhood residents. 	STAFF NOTED FVCC AGREES with the intent of this comment, though the logistics of such a program would need to be identified before incorporating into the plan.	Accept
41 – Beth Verelli	Green space <ul style="list-style-type: none"> Create edible parks throughout the neighborhood. 	STAFF NOTED FVCC AGREES with the intent of this goal. A possible venue to accomplish this would be in the traffic diverters maintained by the Council in partnership with Anchorage Parks and Recreation.	Accept
42 – Beth Verelli	Green space <ul style="list-style-type: none"> Maintain and improve existing green space 	STAFF NOTED FVCC AGREES with the intent of this comment.	Accept

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
43 – Beth Verelli	Green space <ul style="list-style-type: none"> Protect and properly maintain established trees in public areas. 	STAFF NOTED FVCC AGREES with the intent. A possible way to implement this would be through the design standards to be developed as the next step after the adoption of this plan.	Accept
44 – Beth Verelli	Green space <ul style="list-style-type: none"> Disallow non-native plantings. 	STAFF NOTED FVCC believes this comment should be considered in the design guidelines referenced in #40 above.	Accept
45 – Beth Verelli	Green space <ul style="list-style-type: none"> Add green space requirements and connectivity for multiplexes to improve safe play areas for children. 	STAFF NOTED FVCC AGREES with the intent; recommends implementation in the design guidelines referenced in #40 above.	Accept
46 – Beth Verelli	Fairview and Denali Schools <ul style="list-style-type: none"> Make all playgrounds inclusive and accessible 	STAFF NOTED FVCC AGREES; could be implemented in the Fairview Education Plan referenced in the Neighborhood Plan.	Accept
47 – Beth Verelli	Fairview and Denali Schools <ul style="list-style-type: none"> Add additional equipment and fitness opportunities to develop lifelong habits. 	STAFF NOTED. FVCC AGREES; could be implemented in the Fairview Education Plan referenced in the Neighborhood Plan.	Accept
48 – Beth Verelli	Fairview and Denali Schools <ul style="list-style-type: none"> Establish Fairview and Denali as the first edible school yards in Alaska to help address the 1000's of Anchorage children who are food insecure. 	STAFF NOTED FVCC AGREES; could be implemented in the Fairview Education Plan referenced in the FVNP.	Accept

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
49 – Beth Verelli	Fairview and Denali Schools <ul style="list-style-type: none"> Install Little Lending Libraries on every block throughout the neighborhood. 	STAFF NOTED FVCC AGREES; could be implemented in the Fairview Education Plan referenced in the Neighborhood Plan.	Accept
50 – Beth Verelli	Fairview and Denali Schools <ul style="list-style-type: none"> Re-establish access to school classrooms and gyms after hours to create neighborhood centers and allow all residents a chance to benefit from tax dollars spent. 	STAFF NOTED FVCC AGREES; could be implemented in the Fairview Education Plan referenced in the Neighborhood Plan.	Accept
Information Received on or after May 12, 2014			
51 - AKDOT&PF	<p>Comments read at PZC Public Hearing on 5/12/14, scanned and emailed to MOA Manager George Vakalis on 5/13/14:</p> <p>May 12, 2014, Planning and Zoning Commission, Re: Fairview Neighborhood Plan comments: The Alaska Department of Transportation and Public Facilities, Central Region Planning thanks you for allowing us the opportunity to comment on the Fairview Neighborhood Plan.</p> <p>The focus of our testimony is the staff recommendation regarding the Department's comments as reflected in Exhibit A, the Issue-Response summary, page 8.</p> <p>The Fairview Neighborhood Plan advances the recommendations of the Gambell Street Redevelopment Plan, which has not been officially approved by a municipal or state government entity. The zoning case for the Fairview Neighborhood Plan is the first official document the Department has received from the Municipality on which to comment regarding the proposed changes to Gambell Street.</p> <p>The Department submitted comments on the Neighborhood Plan on April 11, 2014, recommending that a much more</p>	STAFF NOTED Recommendation from Community Development Director regarding the letter from AKDOT&PF was sent to PZC on 5/14/14 as noted in comment #52. FVCC response: Please See #52 – FVCC Resolution 2012-13 (attached) and the following: A thorough process has been engaged to get to this point with the proposed Gambell Street Redevelopment Project. We have sought substantial public input and performed intensive research and analysis. Modeling shows this project is feasible without unacceptable loss of service. Fairview simply cannot wait until another generation of Anchorage youth have been born, raised, and passed through their entire schooling before this problem is addressed after	Accept

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
	<p>detailed analysis and traffic impact study be conducted before any capacity is removed from Gambell Street.</p> <p>In response to the Department's concerns, municipal staff states, "Additional FBA Analysis has been completed in response to DOT comments and is provided to the PZC as part of supporting documents to the FVNP" (Exhibit A, page 8, Items 20 and 21).</p> <p>We are here tonight to state that the analysis provided by the Fairview Business Association has not been reviewed by the Department, and it is premature to indicate it is sufficient to address the concerns stated in our written comments on the Fairview Neighborhood Plan.</p> <p>The AMATS Technical Advisory Committee, on which the Department has two representatives, has scheduled a work session this week to hear a presentation from the Fairview Business Association's consultant regarding their analysis.</p>	<p>the year 2035. It is easy for DOT traffic engineers to say "your project must wait until H2H is completed" because they do not have to live in the mess they are maintaining. Too much decay has happened already. Twenty more years will destroy this place.</p> <p>The Council is happy to engage in dialogue with AMATS and DOT to figure out how to accelerate key elements of the Glenn to Seward Connection and to determine the best way to implement this project without unacceptably reducing service on the corridor and without waiting until nearly everyone on AMATS has retired. We aren't willing to let the shadow the uncertainty of these projects has created continue to blight our neighborhood and hamper redevelopment efforts.</p> <p>Also attached to this letter is a resolution of the Fairview Community Council regarding the Gambell Street project in case it hasn't made it to the commissioners yet.</p> <p>The Planning and Zoning Commission has an opportunity to communicate clearly to AMATS, State DOT, and the Governor that the deleterious road conditions that exist in Fairview are not unsolvable. The Fairview Community has in fact generated the solution before you now because we were told our neighborhood won't be worthy of consideration until 2035. 2035!</p> <p>Please hear this prayer for relief. This project is good. It can be done. It must be done.</p>	

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
52 – Jerry Weaver, Director of the MOA Community Development Department Page 11	<p>Memo to Planning and Zoning Commission, dated May 14, 2014:</p> <p>I would like to recommend that the language on page 11 in the Fairview Neighborhood Plan reflect that the project would occur after the High-2-Highway (H2H) project is implemented. Yet to be determined before the Gambell Street Corridor Project can move forward is the alignment and right-of-way requirements for H2H, and the potential connection to Ingra and Gambell proposed by the Knik Arm Crossing Project. The Fairview Community Council should be lauded for their proactive efforts to reinvent their community with the completion and adoption of the Fairview Neighborhood Plan. This recommendation should in no way detract from adoption of the plan or diminish the herculean effort that the community should be commended for.</p>	<p>STAFF NOTED</p> <p>Memo was forwarded to PZC and FVCC.</p> <p>Commissioner Robinson response:</p> <p>I’m interested in AMATS response. But also DOT’s response to how to design Gambell (if not 3 lane) in a manner that is safe for cars, bikes, peds, and bus and encourages investment. And because the H2H has been pushed out to long-term, we really need to consider the continued impact to the neighborhood (and MOA tax base, housing needs, land needs, etc.) of reserving <u>both</u> the Hyder and Gambell corridors for a long-range project despite the need for change now.</p> <p>My recommendation is that if we (MOA) want to hold off until H2H, the plan [should] carry a strong recommendation to move the H2H back into near term time frame.</p> <p>Commissioner Spring response:</p> <p>Thank you for the suggestion Jerry. It will be interesting to see what the AMATS TAC says tomorrow.</p> <p>FVCC Response:</p> <p>A critical element of the Fairview Neighborhood Plan (FVNP) is the Implementation of the Gambell Street Redevelopment Project (GSRP). The GSRP “complete streets” approach addresses major pedestrian/roadway safety issues, improves business access features, incorporates landscaping and amenity designs</p>	Accept

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
		<p>that encourage economic development, provides for improved snow storage/removal and is consistent with the Anchorage Bowl/Chugiak-Eagle River 2035 Metropolitan Transportation Plan (MTP). The MTP shows the roadway function and traffic volumes on Gambell Street will be reduced with the construction of the Seward Highway to Glenn Highway Connection project when it is completed by 2035. The analysis of the interim year traffic projections shows the proposed three lane Gambell Street section will operate at Level of Service (LOS) “D” or better in accordance with DOT&PF urban roadway LOS standards. Furthermore, the existing northern bottleneck created by having only two turning lanes from the 5th or 6th Street on to Gambell Street prevents the need for any additional capacity beyond three lanes. The approved Knik Arm Bridge and Toll Authority (KABATA) Crossing Environmental Impact Statement EIS requires the Seward Highway to Glenn Highway connection to be in-place prior to linking to the Gambell Street – Ingra Street couplet.</p> <p>The Gambell Street Redevelopment Project is the direct result of the Fairview Pedestrian Safety Study being included in the 2035 MTP. Similar to other DOT&PF transportation efforts, this project is in the Reconnaissance Engineering Study phase. A reconnaissance engineering study is typically performed as follows:</p>	

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
		<ul style="list-style-type: none"> • Identify and review the problem or deficiency to be resolved, and formulate a purpose and need statement. • Obtain support group input on the problem and their data needs. • Research and acquire existing data. • Make a site visit. • Identify preliminary alternatives and discuss with each support group. • Provide a sketch map and data for each alternative to initiate their studies and evaluation. • Begin public involvement activities as outlined in the PIP. • Request needed air photos and mapping, and request traffic projections and design designations. • Sufficiently develop those alternatives that appear feasible so that they can be compared according to alignment, grade, width, length, cost, level of service, access control, soils conditions, erosion and sediment control, drainage, availability of construction materials, maintenance, snow and icing problems, right-of-way and utilities considerations, services to existing communities, development and potential 	

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
		<p>development areas within communities,</p> <ul style="list-style-type: none"> • Identify location of hazardous waste sites, wetlands, cultural and historical sites, and other environmental issues. • Prepare schematic plans as necessary to convey information to support groups, agencies, and the public. <p>The Fairview Pedestrian Safety Study incorporated the components of the reconnaissance engineering study listed above, including extensive public involvement efforts and was completed.</p> <p>The findings, conclusions, and recommendations (Gambell Street Redevelopment Project) of the study have received approval by the Fairview Business Association, the Fairview Community Council, and the Anchorage Assembly.</p> <p>Therefore, we are recommending the following:</p> <ol style="list-style-type: none"> 1. The Gambell Street Redevelopment Project is consistent with the Anchorage 2035 Metropolitan Transportation Plan. 2. The Gambell Street Redevelopment project should be incorporated into the Alaska DOT&PF work plan so their formal Reconnaissance Engineering Study can be completed. 	

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
53 – Commissioner Robinson	<p>Here are my thoughts and recommendations as follow-up to our Fairview meeting. Some are specific and some require additional work by staff or consultants. I don't necessarily have to see the changes prior to adoption, but if these changes are accepted I expect they would be incorporated.</p> <p>I'm not sure I achieved my goal of simplifying the overlay district issue. But I'll defer to group. I mostly wanted to clarify, though I can't vote in favor of a separate review process for each development. I just don't think that is good policy.</p> <p>I do recommend Current Planning review the plan recommendations for rezonings and overlay districts. Ultimately, they will have a key role and understand best what can be done in current code. I think most of the community's frustration is based on older development – pre- old code or new code. Before we recommend new zoning we should determine what works or doesn't work with existing new code. I would be happy to participate on this implementation action as a PZC member.</p> <p>Issue 1: Priorities and Implementation There are over 34 near term implementation actions and many other mid- and long-term actions. These actions do not contain a budget and simply list responsible entities with no clear indication that these entities acknowledge or accept this responsibility.</p> <p>Recommendation 1: In the executive summary, clearly identify the top 5 plan objectives and implementation actions. There are five listed in the staff report.</p>	<p>FVCC – Overall, we largely agree with your recommendations and believe they will improve the plan.</p> <p>Recommendation 1: FVCC – agrees with developing top 5 priorities and will define those priorities and include in the final plan.</p> <p>Recommendation 2: FVCC agrees and will work with LRP staff to define department information.</p>	Accept

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
	Recommendation 2: Where MOA is listed, identify which MOA entity is lead (e.g. Planning, Traffic, PM&E) and ensure that the updated list is sent to department heads prior to Assembly adoption		
54 – Commissioner Robinson	<p>Issue 2: Overlay Districts and Design Guidelines</p> <p>The Land Use Plan Map and Guidemap both identify areas of Fairview with distinct characteristics and goals. In four of these areas, the potential for zoning code changes through the passage of an overlay district(s) has been identified. Those four areas are:</p> <ul style="list-style-type: none"> • Sullivan Arena Area • Gambell Street Corridor (and Fairview Mixed Use Corridor) • East Fairview • West Fairview <p>The plan should clearly state the basic objectives of additional regulation in these areas and note that an overlay district should be drafted with input from residents, property owners, and the Planning and Zoning Commission. The goal of overlay district should be to encourage development and make entitlement process clear and straightforward, while also achieving some clearly stated community goals.</p> <p>Some general text should be added that clarifies the intent of potential overlay in each of these areas. I do not agree that there should be a separate review process for multi-family housing, and that that review should include community review. In my mind, the zoning code needs to be straight forward, and otherwise by right development should have clear requirements.</p> <p>Across entire neighborhood:</p>	<p>Recommendation 3: FVCC agrees with this recommendation. Project review is still desired.</p> <p>Recommendation 4: This is more specific to Orca Street where Merrill Field is expanding and buying up the property there. More landscaping and better pedestrian access is desired to screen the neighborhood from the air field.</p> <p>Recommendation 5: FVCC agrees with this recommendation.</p> <p>Recommendation 6: FVCC agrees with this recommendation.</p> <p>Recommendation 7: FVCC agrees with this recommendation and will add new objective regarding access to alleys.</p>	Accept

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
	<ul style="list-style-type: none"> • Use alleys for dumpsters and trash. Those dumpsters not on alleys must be screened. Note, I read the recommendations in tables and design guidelines to make it sound like dumpsters in alleys should be screened. I don't think this is necessary and will just create more push back from the garbage utilities who want to abandon alleys. • Use of alleys for locating garages and parking. This cannot be an absolute, but an applicant would need to demonstrate why it is not possible on a particular site. <p>Specific to residential areas</p> <ul style="list-style-type: none"> • Purpose is for larger multi-family buildings to be consistent with historically smaller single family homes and duplexes and small lot pattern in neighborhood. Many of the 4-plex, 6-plex, and larger units built prior to zoning code do not adequately address relationship to street, green space, parking, or massing. These units could not be built under current code, but continue to create negative perceptions in neighborhood. • Accessory Dwelling Units (ADUs) are encouraged and permitted with single and duplex homes throughout Fairview. Additional standards may be needed to ensure they are designed in a way that supports design objectives. • Doors and windows should face the street. • Trees, particularly along street, are required. I do not agree that 3 trees should be planted for every mature tree cut. What if you buy a vacant, overgrown lot? You won't have enough space for all the trees you need to plant. Simpler to state that if 		

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
	<p>you cannot preserve street trees must at least plant two between structure and street.</p> <ul style="list-style-type: none"> • Front entries shall be connected to sidewalk with a walkway. <p>Specific to Sullivan Arena Area</p> <ul style="list-style-type: none"> • Zoning should support district parking approach to development. Some form of area plan should be required that also looks at circulation and linkages as a pre-requisite to an overlay district here. MOA led. • Seems this “plan” is what is recommended in 2.3. <p>Specific to Mixed Use Corridor</p> <ul style="list-style-type: none"> • Zoning should support district parking approach – on-street and shared lots in lieu of per lot requirements to create a walkable neighborhood • Additional design guidelines may be proposed to help foster an active street environment. It is likely that public improvements to streets and sidewalks are necessary to contribute to this. <p>These recommendations apply to text (starting on page 41) and table.</p> <p>Recommendation 3: 1.2 on page 41. East Fairview: Adopt Low and Medium Intensity Land Use designation in area to reflect historic pattern of single family, duplex, and small multi-family structures and reality of existing small lot pattern. Additionally, adopt overlay district that requires larger structures (e.g. mostly tri-plexes and above) to be compatible with surrounding properties.</p> <p>I do not support community review on case by case, but do support community participation in development of an overlay district.</p>		

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
	<p>Recommendation 4: 1.4 – Clarify the intent of buffering industrial. Is industrial mostly built out? What is standard?</p> <p>Recommendation 5: 1.6 – Clarify that ADUs are encouraged in the single family and duplex areas throughout Fairview. If not allowed under existing zoning, approve overlay district that encourages and facilitates ADUs with single family and duplex housing.</p> <p>Recommendation 6: 1.7 – Clarify that dumpsters are to be located on alleys unless alleys do not function. Dumpsters not located on alleys are required to be screened.</p> <p>Recommendation 7: Add new objective to assess alleys throughout Fairview for functionality for access, parking, trash, and overall condition. Those alleys identified either as poor or as in areas of likely (and desired) redevelopment should be prioritized for repair and upgrade by the MOA.</p>		
55 – Commissioner Robinson	<p>Issue 3 – Overlay Design Guidelines on back page</p> <p>Recommendation 8: Include some form of intro paragraph that builds on the information in Issue 2 above and describes the areas. Also, include some specific language to the effect that:</p> <p>“The following design objectives and recommendations should form the basis for crafting one or more overlay districts to help implement the desired type of redevelopment envisioned in the Fairview Neighborhood</p>	<p>Recommendation 8: FVCC agrees and will work further with Commissioner Robinson and MOA staff to refine the language proposed in this comment.</p> <p>Recommendation 9: Absentee landlords are absent as well as non-responsive to issues or community concerns occurring on their property. This could be deleted.</p> <p>Recommendation 10: FVCC agrees with this recommendation and will work further with MOA staff and PZC to develop more information to be included in the final plan.</p>	Accept

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
	<p>Plan. The overlay district should involve a comprehensive look at what the currently adopted zoning code currently allows. The overlay district may in some instances be more restrictive or less restrictive than code. For example, it may provide relief from some off-street parking requirements for individual lots but may require some specific building design elements. These design guidelines are not considered to be effective until implemented via Assembly action.”</p> <p>Recommendation 9: Delete #8. I don’t see the connection between design guidelines and whether the landlord is absentee or not.</p> <p>Recommendation 10: Residential Design guidelines. Replace first sentence with: “The following design guidelines will apply to all new development, including single family, duplex, townhomes, and small multi-family buildings:</p> <ul style="list-style-type: none"> • Keep bullets 1 and 3. Delete “For every one mature tree removed plant 3 more” and replace with “In event trees street trees are removed or do not exist ensure that 2 trees are planted between structure and street (for standard 50 foot lot).” • Add fourth bullet: For multi-family structures (3-plex and up) provide additional design requirements to ensure that massing and design is consistent with surrounding properties. NEED MORE INFO FROM FAIRVIEW HERE. <p>Commercial design: I view these as a starting point and thus don’t want to change it, but can’t help ask the following</p>	<p>Regarding Commercial Design, the commercial design guidelines are intended to, when developed, foster and guide street- and pedestrian-level commercial development. The guidelines were borrowed from the Fairbanks Downtown Plan. Of course, any design standards in an overlay will have to go through the full public vetting process still.</p> <p>LRP Staff recommendation: Consider adding Sullivan Arena area under Commercial – Gambell Street in Appendix B: Design Guidelines.</p>	

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
	<p>questions/comments:</p> <ul style="list-style-type: none"> – You are better off dictating the form than the actual type of business. – Recommend you change the rigid requirements – 70 percent transparency is a goal but is it an absolute? Better off with a general guideline at this point. – Why can't you have parking garage entrances along street? 		
56 – Commissioner Spring	Delete: Page 11, Gambell Street Redevelopment, “ Report has been submitted to DOT&PF and process in design phase. ”	FVCC: The Gambell Street Corridor Project has accomplished preliminary design concepts, one of which was approved by the community and the Anchorage Assembly. The report was submitted to DOT&PF. This statement is accurate.	Accept
57 – Commissioner Barker	Change: Page 41, 1.2 – “ 3 ” to “ <u>4</u> ” dwelling units.		Accept
58 – Commissioner Robinson	Change: Page 41, 1.2 – Community Review to <u>Participation</u>		Accept
59 – Commissioner Barker	Delete and add: Page 43, 4.4 – Implement the coordinated programs to address.....inebriates, <u>such as that</u> proposed....		Accept

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
60 – Commissioner Spring	<p>Add: Page 50, 2.4., Responsibility (Lead and Partners) – <u>It is important to note that the proposed improvement involving the Gambell Street Corridor project requires additional analysis and concurrence by AMATS and DOT&PF. Nevertheless, this plan urges that AMATS and DOT&PF decisions strike a balance between the substantial benefits of the project to the Fairview community of a reduction from 4-3 lanes and the associated pedestrian improvements with the yet-to-be-determined impacts on regional mobility.</u></p> <p>Add new bullet: Page 50, Next Step – <u>Add Gambell Street Corridor Project to the next AMATS MTP process.</u></p>		Accept
61 – Dan Loring, FVCC community member	Please change the Land Use Plan map to reflect the Fairview Mixed Use Corridor on four parcels on Ingra beginning at East 15 th Avenue heading north to East 14 th Avenue. Property currently developed with a gas station and apartment buildings.		Accept

MUNICIPALITY OF ANCHORAGE

Summary of Economic Effects -- General Government

AO Number: 2014-108

Title: AN ORDINANCE ADOPTING THE *FAIRVIEW NEIGHBORHOOD PLAN* AS AN ELEMENT OF THE COMPREHENSIVE PLAN, AND AMENDING ANCHORAGE MUNICIPAL CODE TITLE 21, LAND USE PLANNING (OLD CODE—EXPIRES DECEMBER 31, 2014), SECTION 21.05.030A., AND AMENDING ANCHORAGE MUNICIPAL CODE TITLE 21, LAND USE PLANNING (NEW CODE—EFFECTIVE JANUARY 1, 2014), SECTION 21.01.080B., TABLE 21.01-1.

Sponsor: MAYOR SULLIVAN
 Preparing Agency: Community Development Department and Fairview Community Council
 Others Impacted: Fairview Community Council, Fairview Business Association

CHANGES IN EXPENDITURES AND REVENUES:		(In Thousands of Dollars)				
	FY14	FY15	FY16	FY17	FY18	
Operating Expenditures						
1000 Personal Services						
2000 Non-Labor						
3900 Contributions						
4000 Debt Service						
TOTAL DIRECT COSTS:	\$ -	\$ -	\$ -	\$ -	\$ -	
Add: 6000 Charges from Others						
Less: 7000 Charges to Others						
FUNCTION COST:	\$ -	\$ -	\$ -	\$ -	\$ -	
REVENUES:						
CAPITAL:						
POSITIONS: FT/PT and Temp						

PUBLIC SECTOR ECONOMIC EFFECTS:

The *Fairview Neighborhood Plan* is intended to direct coordinated economic development and redevelopment with goals, policies, and implementation items that support economic revitalization as this plan is implemented. It is envisioned that the Fairview community will evolve into an anchor for a strong job-providing commercial sector, with a walkable main street that supports mixed-use development and a safe, stable, and diverse residential area. The implementation chapter is broad enough to provide guidance towards this vision for the next 10-15 years, while still providing a level of detail for specific steps. This includes utilizing Anchorage Municipal Code Chapter 12.35, Economic Development Property, along the Gambell/Ingra Corridor to help spur redevelopment not currently experienced in the Anchorage area. Chapter 12.35 would exempt or defer property taxes on redevelopment for up to 10 years. This may impact the Anchorage tax base in the short term; however, case studies provide positive support of municipal investment in redevelopment tools, such as Chapter 12.35, in other areas of the country.

PRIVATE SECTOR ECONOMIC EFFECTS:

The Fairview Neighborhood Plan is intended to provide more certainty and direction to private investors, realtors, land owners, developers, and residents for the Fairview neighborhood. Mitigation elements are also included in the plan to assist the Municipality of Anchorage and the Fairview neighborhood in defining the short- and long-term impacts of large infrastructure projects.



MUNICIPALITY OF ANCHORAGE

ASSEMBLY MEMORANDUM

No. AM 508-2014

Meeting Date: August 26, 2014

FROM: MAYOR

SUBJECT: AN ORDINANCE ADOPTING THE *FAIRVIEW NEIGHBORHOOD PLAN* AS AN ELEMENT OF THE COMPREHENSIVE PLAN, AND AMENDING ANCHORAGE MUNICIPAL CODE TITLE 21, LAND USE PLANNING (OLD CODE—EXPIRES DECEMBER 31, 2014), SECTION 21.05.030A., AND AMENDING ANCHORAGE MUNICIPAL CODE TITLE 21, LAND USE PLANNING (NEW CODE—EFFECTIVE JANUARY 1, 2014), SECTION 21.01.080B., TABLE 21.01-1.

On May 12, 2014, the Planning and Zoning Commission (PZC) held a public hearing on PZC Case No. 2014-0066, the March 2014 Public Hearing Draft of the *Fairview Neighborhood Plan* (Exhibit A). Based on its review and findings, on June 2, 2014, the Commission recommended approval of the *Fairview Neighborhood Plan* along with several amendments listed in the Issue-Response Table of PZC Resolution No. 2014-032 (Exhibit B).

Background

The Anchorage Assembly established the authority for community councils to sponsor and develop a neighborhood plan under Anchorage Municipal Code (AMC) 21.05.155A.2. Subsequently, the Anchorage Assembly approved Assembly Resolution AR No. 2006-42(S) on March 14, 2006, authorizing the Fairview Community Council (FVCC) to develop a neighborhood plan (Exhibit C).

Through an extensive public involvement and input process, the FVCC completed the March 2014 *Fairview Neighborhood Plan* Public Hearing Draft (*Fairview Neighborhood Plan*).

The FVCC, as the applicant, with assistance from Community Development Department staff, submitted the *Fairview Neighborhood Plan* to the Planning and Zoning Commission for review and recommendation of approval. The FVCC is the grassroots voice representing neighborhood residents, businesses, and interested parties dedicated to developing, funding, and implementing this neighborhood plan.

Plan Summary

The *Fairview Neighborhood Plan* is a comprehensive plan that contains a diverse set of goals and objectives that will assist the neighborhood in achieving a common vision for the following: promotion of owner-occupied residential housing; future establishment of overlay districts and associated design standards; an area-specific land use plan map to guide future land use and zoning decisions in support of single-family and mixed-use development; Gambell Street Corridor safety improvements; support for Assembly approval and use of Municipal Code Chapter 12.35 – Deteriorated Properties and Economic Development Properties redevelopment; promotion of safe walkable streets; identification of appropriate transportation network improvements; and program development to address public inebriate impacts in the commercial, residential, and industrial areas of this neighborhood.

Implementation of Anchorage 2020—Anchorage Bowl Comprehensive Plan

The *Fairview Neighborhood Plan* contains goals, objectives, and action items that support *Anchorage 2020—Anchorage Bowl Comprehensive Plan*.

Page 65

- Planning Principles for Design and Environment including architectural quality suitable for our northern climate, landscape and roadway standards, connectivity to trails, schools, and parks, and preservation of historic resources.

Page 72

- *Policy #7: Avoids incompatible uses adjoining one another*
- *Policy #10: Mixed-use development is encouraged within Neighborhood Centers. Strategies for mixed-used development include housing needs, compatible non-residential uses, public and open spaces, and multi-modal access.*

Page 75

- *Policy #21: All new commercial development shall be located and designed to contribute to improving Anchorage's overall land use efficiency and compatibility, traffic flow, transit use, pedestrian access, and appearance.*

Page 77

- *Policy #25: Neighborhood Commercial Centers are to be determined through neighborhood or district planning processes. Neighborhood Commercial Centers are intended to allow neighborhood-oriented commercial uses in and adjacent to residential areas.*
- *Policy #46: The unique appeal of individual residential neighborhoods shall be protected and enhanced in accordance with applicable Goals, Policies and Strategies.*

- *Policy #47: Provide distinctive public landmarks and other public places in neighborhoods.*
- *Policy #49: Site plan layout and building design for new development shall consider the character of adjacent development. The Municipality may require layouts and designs to incorporate the functional and aesthetic character of adjacent development.*

Page 83

- *Policy #51: The Municipality shall define Anchorage's historic buildings and sites and develop a conservation strategy.*
- *Policy #52: Site and design residential development to enhance the residential streetscape and diminish the prominence of garages and paved parking areas.*

Page 84

- *Policy #60: Design attractive affordable housing that is suited to its environs.*

Page 88

- *Policy #79: Considerations in location for government facilities.*

Page 89

- *Policy #84: Develop an acquisition strategy to secure sufficient and suitable public lands for parks, sports fields, greenbelts, open space, trails, and other public facilities based upon applicable level of service standards.*

Page 90

- *Policy #88: Provide opportunities for integrating arts and culture in developments throughout the community.*

Page 91

- *Policy #90: The Anchorage 2020—Anchorage Bowl Comprehensive Plan and adopted level of service standards shall be used to guide municipal capital improvements programming.*

AO-2002-119

- *Policy #99: Incorporate crime prevention and other public safety needs into the design of residential areas, individual buildings, and public facilities. Use design standards to improve natural surveillance, residents' sense of ownership and control of the neighborhood, and overall public safety through appropriate environmental design.*

Public Participation Summary

The FVCC conducted an almost 20-year planning process to complete this plan. Public outreach included public meetings, open houses, the annual Fairview Neighborhood Block Party, and resident surveys. FVCC leadership also met

1 routinely with elected representatives, the business community, and interested
2 parties. The FVCC also communicated with Community Development staff for
3 guidance on the planning process and plan elements.
4

5 **Issue-Response Table**

6 An Issue-Response Table was developed to track public, agency, and Planning and
7 Zoning Commission comments and recommendations. Because the FVCC is the
8 petitioner for the *Fairview Neighborhood Plan*, many of the responses to comments
9 were developed directly by the FVCC.
10

11 **The Importance of Adopting the *Fairview Neighborhood Plan***

12 The *Fairview Neighborhood Plan* will give the community a guiding document to
13 direct redevelopment efforts in Fairview. The *Plan* articulates the need to protect
14 and improve neighborhood character, a commitment to education and life-long
15 learning, creates opportunities for civic engagement, and outlines solid strategies for
16 re-creating an area impacted by negative perceptions primarily created by
17 transportation infrastructure projects proposed but unfunded.
18

19 **How the *Fairview Neighborhood Plan* Will Be Used**

20 Section 12.01 of the Municipal Charter directs the Assembly to adopt, implement,
21 and from time to time modify a comprehensive plan to set forth relevant goals,
22 objectives, and policies that will govern the future development of the Municipality.
23 Adoption of the *Fairview Neighborhood Plan* will achieve the following:
24

- 25 ▪ Provides the guiding principles for redevelopment and reinvestment in the
26 Gambell/Ingra Corridor.
- 27
- 28 ▪ Prioritizes municipal Capital Improvement Project funding for MOA-owned
29 buildings, parks, and other infrastructure.
- 30
- 31 ▪ Prioritizes the need for Alaska State Capital Improvement Project funding for
32 state-owned buildings, roadways, and other infrastructure.
- 33
- 34 ▪ Prioritizes the need for Alaska State community services funding for schools,
35 homeless and chronic inebriate services.
- 36
- 37 ▪ Provides a land use plan map that will guide future land use and zoning
38 decisions in the neighborhood planning area.
- 39
- 40 ▪ Creates the Fairview Mixed-Use Corridor Land Use designation to encourage
41 infill, redevelopment and reinvestment along the Gambell/Ingra Corridor, to
42 include housing, commercial, and retail.
- 43
- 44 ▪ Supports the potential establishment of historic districts identified through the
45 Original Neighborhoods Historic Preservation Plan.
46

- Assists the neighborhood in identifying mitigation elements in response to any large publically funded infrastructure project.
- Encourages walkability, neighborhood reinvestment, community cohesion and support.

Planning and Zoning Commission Review and Recommendation

Public testimony on the 2014 *Fairview Neighborhood Plan* Public Hearing Draft was opened and closed at the Planning and Zoning Commission public hearing on May 12, 2014. Commission action was continued to June 2, 2014. In the interim, a Planning and Zoning Commission work session was held on May 19, 2014, with the FVCC and the Community Development Long-Range Planning Section staff.

The Planning and Zoning Commission recommended approval on June 2, 2014, of the 2014 *Fairview Neighborhood Plan Public Hearing Draft*, in addition to several amendments included in the Issue-Response Table. Amendments to be considered and approved by the Assembly are provided in the Issue-Response Table of the Planning and Zoning Commission resolution (Exhibit B).

Plan Overview

- Executive Summary

Purposes of the Plan, Public Process Overview, and Outline of the Plan

- Introduction

Chapter 1: Planning Area Boundary, Anchorage 2020, Existing Plans and Policies , and Fairview History

- Existing Conditions

Chapter 2: Neighborhood Character, Demographic Profile, Employment, Anchorage-area Projections, Land Use and Ownership, Infrastructure and Public Services, Transportation, Parks and Open Space, Natural Environment, Energy, and Weather

- Public Process

Chapter 3: 2009 Draft Fairview Community Plan, 2013 Revision and Update, Parallel Outreach Efforts, and Issues and Opportunities

- Community Vision

Chapter 4: Values and Principals, Goals and Strategies, Sub-Area Goals, and the Fairview Guidemap insert

- Plan Implementation

Chapter 5: Implementation Table with Next Steps, Land Use Plan Map, and Fairview Mixed-Use Corridor defined

▪ Appendices

Appendix A: Fairview Economic Revitalization Plan; Appendix B: Sample Design Guidelines; and Appendix C: Assembly Resolution No. 2006-42(S)

Department Recommendation

Assembly approval is requested of the *2014 Fairview Neighborhood Plan* Public Hearing Draft with the amendments identified in the Issue-Response Table approved by the Planning and Zoning Commission through Resolution No. 2014 -032.

THE ADMINISTRATION RECOMMENDS APPROVAL OF THE *FAIRVIEW NEIGHBORHOOD PLAN*.

Prepared by: Kristine Bunnell, Senior Planner
Long-Range Planning Section, Planning Division
Approved by: Jerry T. Weaver, Jr., Director
Community Development Department
Concur: Dennis A. Wheeler, Municipal Attorney
Concur: George J. Vakalis, Municipal Manager
Respectfully submitted: Daniel A. Sullivan, Mayor

Attachments: Exhibit A—*2014 Fairview Neighborhood Plan* Public Hearing Draft
Exhibit B—Planning and Zoning Commission Resolution 2014-032
Exhibit C—Assembly Resolution AR No. 2006-42(S)
Exhibit D—Planning and Zoning Commission Staff Packets
—June 2, 2014, Deliberations
—May 12, 2014, Public Hearing
Exhibit E—Planning and Zoning Commission Meeting Minutes
—June 2, 2014, Deliberations
—May 12, 2014, Public Hearing