



Municipality of Anchorage
Community Development Department
Planning Division
MEMORANDUM



Date: May 12, 2014
To: Planning and Zoning Commission
Thru: *JTW* Jerry T. Weaver, Jr., Director
Thru: *CW* Carol C. Wong, Long-Range Planning Supervisor
From: *KB* Kristine Bunnell, Senior Planner, Long-Range Planning Section
Subject: Case No. 2014-0066: *Fairview Neighborhood Plan*

Request

The Planning and Zoning Commission is requested to review and make recommendations to the Anchorage Assembly on the March 2014 Public Hearing Draft of the *Fairview Neighborhood Plan* (FVNP). After the public hearing closes, the Commission's recommendations will be forwarded to the Anchorage Assembly for consideration and adoption as an implementation element of Title 21 - 21.05.030, Comprehensive Plans. Staff anticipates that the Anchorage Assembly will conduct a public hearing on the FVNP in July 2014.

Background

On December 9, 2013, a work session for the Planning and Zoning Commission was held with representatives from the Fairview Community Council on the Public Review Draft of the Fairview Neighborhood Plan. At that meeting, the Commission provided some initial comments on the draft plan. Since that time, the Community Council has been hard at work addressing the Commission's comments as well as additional comments received from area residents, property owners, and businesses. In March 2014, the Department received the attached Public Hearing Draft of the Fairview Neighborhood Plan, submitted for municipal review and approval. As part of this review-and-approval process, the Plan was sent to various agencies for review and comment. This plan is the result of thousands of hours of community volunteer effort over nearly 10 years. The plan is the first Neighborhood Plan to be developed under AMC 21.05.155 that has been primarily led and funded by a community council.

The FVNP includes all the required demographic and background data on the community, outlines the planning process, and provides clear goals and implementation strategies for the community. The FVNP implements many goals and policies of the *Anchorage 2020—Anchorage Bowl Comprehensive Plan (Anchorage 2020)*. The FVNP includes a Land Use Plan Map (LUPM) that will also provide greater specificity and updates to the *Anchorage 2020* Land Use Policy Map. The plan also includes a Guide Map that summarizes key plan recommendations. This summary can be used for easy reference by community members and policy makers who want a quick overview of Fairview's plan for the future.

The Fairview Community Plan is...

Economic development focused. This plan incentivizes development of Anchorage’s “East Downtown!” The plan outlines a vision for Fairview that encourages commercial revitalization in areas where developers have previously been hesitant to invest due to an uncertain future precipitated by the Knik Arm Crossing (KAC) and the Highway-to-Highway (H2H) projects. This plan advocates for tools that reward residents, entrepreneurs, and developers who invest in the neighborhood. The plan specifically supports Gambell Street Corridor redevelopment project by reference (see Exhibit C). Additionally a separate analysis has been completed by the Fairview Business Association and submitted to ADOTPF.

Community driven. The Fairview Community Council has been leading this planning effort for more than ten years, only recently hiring planning consultants to put the finishing touches on the plan prior to forwarding for municipal approval.

Practical and action oriented. This plan unites several planning efforts and prioritizes the steps that will act as a catalyst for long term change. More than a laundry list of wishes – this plan identifies actions that already have advocates and practical options for funding.

Historic Preservation. The FVNP also touches on the historic character and the historic elements found in Fairview and reinforces many of the vision, goals, policies, and implementation strategies adopted in the *Four Original Neighborhoods Historic Preservation Plan*. This includes redevelopment of the Gambell Street corridor, support for mixed-use development, and increased mobility to the entire neighborhood.

The FVNP’s vision, goals, policies, and implementation program were based on public comment and planning best practices adopted throughout the country that most closely reflect the Anchorage area. Important neighborhood elements and specific development issues are articulated about the neighborhood, with thoughtful grass roots solutions and actions proposed for the future.

Purpose and Need. The purpose of the plan was to identify and address the many and diverse qualities and issues that face Anchorage today specific to the Fairview Neighborhood. The plan will also provide guidance and potential mitigation tools in response to the construction of any large infrastructure project proposed for this area. There has been, and will be impacts to an under-served population living and working in Fairview. There will also be impacts to businesses, community centers, schools, churches, homes and apartments, local streets and pathways, and historic resources in the Fairview neighborhood, as they sit directly in the path of the construction and traffic that will be attributed to the Knik Arm Crossing Project and the Highway-2-Highway Project.

Implementation of Anchorage-area Comprehensive Plans

The FVNP supports the *Anchorage 2020—Anchorage Bowl Comprehensive Plan* as follows:

Page 65: Planning Principles for Design and Environment

- *Improve the architectural quality of commercial development through design standards that make sites appear less industrial and more attractive and functional for the user.*
- *Encourage architectural design that is responsive to our northern climate and seasonal light conditions.*
- *Adopt design standards that are suited to a northern urban environment to help revitalize streetscapes.*
- *Adopt design standards that minimize negative impacts from adjacent incompatible land uses.*
- *Design and landscape roads to maintain and enhance the attractiveness of neighborhoods, open space, and commercial corridors and centers, and to reduce adverse impacts on neighborhoods.*
- *Design and maintain roads, bus stops, sidewalks, bike lanes, and trails for year-round use.*
- *Promote community connectivity with safe, convenient, year-round auto and non-auto travel routes within and between neighborhoods, and to neighborhood commercial centers and public facilities.*
- *Link subdivision design with a sense of place to highlight connections to Anchorage's coastal setting, watersheds, mountains, wildlife, and subarctic forest and vegetation.*
- *Link neighborhoods, schools, natural areas, parks, and greenbelts with open spaces and greenways, wherever possible.*
- *Conserve Anchorage's heritage of historic buildings and sites.*

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

Page 74

- *Policy #20 - Medium- and high-density residential development, as well as commercial mixed use, is encouraged in aging and under-utilized areas within and adjacent to Major Employment Centers as shown on the Land Use Policy Map.*

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- *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. To eliminate the problems associated with strip commercial development, new commercial development shall adhere to the following principles:*

- *New commercial development shall occur primarily within Major Employment Centers, Redevelopment/Mixed Use Areas, Town Centers, & Neighborhood Commercial Centers;*
- *In order to use existing commercial land more efficiently, redevelopment, conversion, and re-use of under-used commercial areas shall be encouraged;*
- *Architectural and site-design standards shall improve the function, appearance, and land use efficiency of new commercial developments.*

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- *Policy #25 - Neighborhood Commercial Centers are shown on the Land Use Policy Map. Actual locations of 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. Characteristics of these centers include:*
 - *Small-scale, attractive, non-obtrusive, and convenient shopping and services for residential areas.*
 - *Whether evolving from existing commercial development or introduced to new areas, the scale and appearance should be compatible with adjacent residential development, and highly responsive to and integrated with nearby residential areas and traffic patterns.*
 - *Site and architectural design of these centers, as well as operational aspects, should be compatible with surrounding neighborhoods and designed with a goal of reducing vehicle trips and distance for neighborhood residents and to minimize traffic impacts on nearby residential areas.*

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- *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.*

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- *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 - Site selection criteria for government facilities frequented by the public shall consider:*
 - a. *Compatibility with nearby uses;*
 - b. *Pedestrian and transit accessibility;*
 - c. *Suitability to environmental conditions;*
 - d. *Availability of utility infrastructure;*
 - e. *Ability to enhance neighborhoods;*
 - f. *Financial feasibility; and*
 - g. *Continual operations and maintenance impacts*

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- *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.*

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- *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

Many rounds of public meetings were held to develop this plan. Several presentations were made to the community council, with advocacy carried out by community council leadership in one-on-one meetings with various elected representatives.

Issue–Response Table

The Issue-Response Table (Exhibit A) is included to track agency and additional public input received during the public notice period. The Table also includes the recommendations of MOA staff, who briefed the Fairview Community Council representatives before they addressed all comments. In addition, it will be used to track the recommendations and actions made by the Planning and Zoning Commission.

The Importance of Adopting the FVNP

The FVNP will function as a guiding document for redevelopment efforts undertaken by the community, private property owners, local, state, and federal governments. The FVNP provides background information, guidance to protect and improve neighborhood character, a commitment to education and life-long learning, creates opportunities for civic engagement, and gives strategies for re-creating an area impacted by negative perceptions from proposed transportation infrastructure projects.

How the FVNP Will Be Used

Section 12.01 of the Municipal Charter requires the comprehensive plan and states that the Assembly, by ordinance, shall adopt and implement, and from time to time modify, a comprehensive plan setting forth goals, objectives and policies governing the future development of the Municipality. Comprehensive plans facilitate neighborhood investment, development and preservation where appropriate. When adopted, the FVNP will become an element of the Comprehensive Plan.

- The FVNP will serve as the guiding principle for future redevelopment and reinvestment in and around the Gambell and Ingra corridor.
- Inform and initiate CIP planning that will assist in maintaining the existing municipal-owned buildings, parklands, and other public amenities and infrastructure.
- Guide future subdivision activities in the area, and rezones and amendments to the Land Use Plan Map and Zoning Maps as appropriate.
- Creates and defines the Fairview Mixed Use Corridor land use designation to encourage infill, redevelopment and reinvestment in the neighborhood.
- Identifies and supports a mix of housing options, commercial, and retail to serve a walk-able and accessible community.
- Reinforces the definition and establishment of historic districts and associated development code for those districts.
- Assists the neighborhood in determining mitigation requirements as a result of transportation or other large infrastructure projects.

Department Recommendation

The Department recommends approval of the *March 2014 Fairview Neighborhood Plan Public Hearing Draft*, Exhibit A – Issue-Response Table, and the adoption of a resolution of support to be forwarded to the Anchorage Assembly.

Attachments: Exhibit A: Issue–Response Table
 Exhibit B: FVCC Resolution
 Exhibit C: Agency Comments Received

Exhibit A

PZC Case No. 2014-0066
Fairview Neighborhood Plan
Issue – Response Table
May 12, 2014

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 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	
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	

(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	
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	
5 – FVCC Page 37	PUBLIC PROCESS, EXISTING ISSUES + OPPORTUNITIES 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	

(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,</u> and age groups to live within our borders.	STAFF AGREE	
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	
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	
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	

(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	
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>	
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>	

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
13 – FVCC After Page 46	<p>COMMUNITY VISION, OUR GOALS, Under 1. PROTECT & IMPROVE NEIGHBORHOOD CHARACTER</p> <p>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.</p>	<p>STAFF AGREE</p> <p>Update Page 42, 1.12 text for consistency</p>	
14 – FVCC Page 49	<p>IMPLEMENTATION, NEXT STEPS, I. PROTECT & IMPROVE NEIGHBORHOOD CHARACTER</p> <p>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.</p>	<p>STAFF AGREE</p>	
15 – FVCC Page 53	<p>IMPLEMENTATION, 3. CREATE INCENTIVES FOR ECONOMIC DEVELOPMENT</p> <p>Add a new Strategy, 3.12:</p> <p><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></p> <p>Under "Responsibility" add: <u>MOA</u></p> <p>Under "Next Step" add:</p> <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> <p>Under "Timeframe" add:</p> <p><u>Near- to medium-term</u></p>	<p>STAFF AGREE</p>	

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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	
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>	
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 14th and 15th street.</p>	STAFF NOTED, but need to review with FVCC the existing uses and zoning on these properties prior to making this change.	

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
	<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 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</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>	

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	<p>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>		
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</p>	<p>STAFF NOTED</p> <p>See response in #20.</p>	

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
	<p>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>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.	STAFF NOTED No further action needed	

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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	
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 additional text for the document.)</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>	

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
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 minimum percentage share of the mixed-use development to be residential. <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</p>	<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>	

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
	(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. 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.		
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	
27- MOA/LRP	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: 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	FVCC supports a designation that allows for existing uses that are compatible with a pedestrian and residential community.	

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
	<p>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 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.</p>		
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. 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>	

(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>	
30 – MOA CDD/ Building Safety	No comment.	STAFF NOTED; No further action needed	
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>	
32 – Beth Verelli	<p>Leverage What We Have</p> <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. 	<p>STAFF NOTED</p> <p>FVCC AGREES with the intent and will seek to implement it through a committee of the Council.</p>	

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
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.	
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.	
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.	

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
36 - Beth Verelli	<p>Economic Development Incentives</p> <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. 	<p>STAFF NOTED</p> <p>FVCC recognizes the validity of the point. This issue will be addressed in the development of the overlay for the neighborhood.</p>	
37 – Beth Verelli	<p>Health & Safety & Community</p> <ul style="list-style-type: none"> Encourage the MOA to re-establish neighborhood policing in Fairview and other low income neighborhoods. 	<p>STAFF NOTED</p> <p>This is a goal of FVCC.</p>	
38 – Beth Verelli	<p>Health & Safety & Community</p> <ul style="list-style-type: none"> Create programs for the APD and AFD to positively interact with elementary school kids. 	<p>STAFF NOTED</p> <p>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.</p>	
39 – Beth Verelli	<p>Health & Safety & Community</p> <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.). 	<p>STAFF NOTED</p> <p>FVCC AGREES with the intent of this comment, though the logistics of such a program would need to be identified before</p>	

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
		incorporating into the plan.	
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.	
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.	
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.	
43 – Beth	Green space	STAFF NOTED	

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
Verelli	<ul style="list-style-type: none"> Protect and properly maintain established trees in public areas. 	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.	
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.	
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.	

(1) Item #—Agency Page	(2) Issue-Comment	(3) Staff and/or FVCC Recommendation	(4) PZC Action
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.	
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.	
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 Neighborhood Plan.	

(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.	
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.	

Exhibit B

Resolution 2013-04

A resolution in support of Fairview's neighborhood plan

Whereas the Municipality of Anchorage has authorized the Fairview Community Council as the convening authority tasked with development of Fairview's neighborhood plan under AMC 21.05.155A.2, with the assistance of the appropriate municipal agencies; and

Whereas the Fairview Community Council has a long and documented history of neighborhood revitalization efforts, including a systematic and organized initiative to create a common vision for the eastern edge of the downtown area; and

Whereas the Fairview Community Council has convened four public workshops, two outreach events, and three council work sessions over ten years developing the Fairview Neighborhood Plan with input from the Municipal Long Range Planning Division and the Fairview Business Association; and

Whereas the Fairview Community Council has hired Agnew : : Beck as a consultant to help revise the plan to meet current departmental requirements; and

Whereas the Fairview Neighborhood Plan represents the desires, hopes, and interests of Fairview as it faces the future of development, transportation, and planning; and


Whereas the Fairview Neighborhood Plan contains proposed implementation projects and strategies that will assist the Municipality, Anchorage Planning and Zoning Commission, Planning Department, property owners, and Fairview Community Council to shape Fairview into a "Winter City Neighborhood of Choice"; and

Whereas the Fairview Neighborhood Plan proposes changes to other governing documents and plans that have jurisdiction over the area; therefore

Be it Resolved that the Fairview Community Council adopts the plan (as amended 12/12/2013) as the fair and democratic representation of the desires of the community; and

Further Be It Resolved that the Fairview Community Council hereby submits the Fairview Neighborhood Plan to the Municipality of Anchorage for approval under the process established under AMC 21.05.155B

PASSED AND APPROVED BY THE FAIRVIEW COMMUNITY COUNCIL 2/13, 2014 BY
A VOTE OF 17 TO 0


S J. KLEIN, PRESIDENT

4/29/2014
DATE


GRACY SY, SECRETARY

4/29/2014
DATE

Exhibit C

Comments Received

- Fairview Business Association, for Item #20, Gambell Street Redevelopment
- Graphic of Cut-and-Cover for Item #24, provided by FVCC
- Cincinnati–Connect the Blocks for Item #24, provided by FVCC
- Alaska Department of Transportation & Public Facilities
- MOA AWWU
- MOA Private Development Section
- MOA Traffic Division
- MOA Building Safety Section
- MOA Public Transportation Division
- Beth Verelli



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING



Sensitivity Analysis of Proposed Three-Lane Cross Section Gambell Street Redevelopment and Implementation Plan

Date: April 23rd, 2014

Project #:13489

To: Paul Fuhs; Christopher Constant; Craig Lyon; Patrick Flynn; AMATS Technical Committee;
AMATS Policy Committee

From: Kelly Laustsen; Lillian Tsang, PE; Bob Kniefel, PE; and Marc Butorac, PE, PTOE; Kittelson &
Associates, Inc.

This memorandum responds to the recent comments and questions raised by the Anchorage Metropolitan Area Transportation Solutions (AMATS) Advisory Committee related to the 4- to 3-lane conversion concept developed for Gambell Street between 3rd and 15th Avenue. Specifically, this memorandum responds to comments from AMATS requesting additional sensitivity analysis of future traffic volumes and operations on Gambell Street with a 3-lane cross section.

BACKGROUND

The AMATS adopted 2035 Metropolitan Transportation Plan (MTP) includes Project #576 Fairview Pedestrian Safety Study. The *Gambell Street Redevelopment and Implementation Plan* was developed to perform this analysis and to identify and evaluate improvements for Gambell Street that would improve the corridor's safety, efficiency, appearance, and pedestrian business friendliness. The Plan was formed based on extensive public involvement through the summer of 2013 and input from a Project Management Team (PMT) including representation from Alaska Department of Transportation & Public Facilities (DOT&PF), Municipality of Anchorage (MOA), and Municipal Light and Power. The plan was ultimately adopted by the Fairview Business Association, Fairview Community Council, and the MOA Assembly. In addition, the Fairview Community Council Neighborhood Plan, which includes the Gambell Street project, is currently up for review before the Planning and Zoning Commission. A key component of the redevelopment and implementation plan Street plan is the conversion of Gambell Street from 4 to 3 lanes between 3rd and 15th Avenue in order to improve pedestrian safety and the streetscape of the roadway.

The Plan includes an assessment of existing operations on Gambell Street, as well as projected 2035 operations with a 3-lane cross section. The 2035 traffic volumes were developed based on historical

growth and the 2035 MTP projections in the “no build” model, which assumes no changes to the transportation network. The analysis showed that all intersections operate acceptably with the exception of Gambell Street/15th Avenue, which can be mitigated with the addition of a southbound left-turn lane. Additional analysis was conducted to assess the impact of the conversion on vehicular capacity, which is recorded in the memo *Gambell Street Redevelopment Plan: Preferred Alternative and Analysis* (provided in *Appendix A*). This memorandum discusses the impact of the conversion on intersection operations, roadway speeds, lane usage, roadway consistency, and access management. It concludes that Gambell Street can operate effectively with a three-lane cross section under both existing and future (2035) conditions without the Seward Highway/Glenn Highway connection, provided that an exclusive left-turn lane is provided at 15th Avenue.

Agency Comments and Response

The DOT&PF) and MOA reviewed the plan and preferred alternative and analysis memorandum. Kenneth Morton from the DOT&PF provided comments in a letter dated July 9th, 2013, and Stephanie Mormilo from the MOA provided comments in an email dated June 28th, 2013. An Agency Response Letter was provided on September 19th, 2013 addressing the DOT&PF and MOA comments (provided in *Appendix B*). Following this, AMATS requested that additional modeling and operational assessment be performed to further analyze the operational impact and sensitivity of the 4- to 3-lane conversion. This memorandum documents the additional analysis, including a sensitivity assessment of operations on Gambell Street as both a 4-lane and 3-lane cross-section in year 2025 and 2035. As part of the sensitivity assessment, turning movement volumes at intersections along Gambell Street were developed from the model used in the 2035 MTP, providing a more refined and detailed analysis.

MODEL DEVELOPMENT AND FUTURE VOLUMES

The AMATS Policy Committee approved the 2035 MTP in May, 2012 (Reference 1). The plan guides almost \$4 billion in transportation network improvements through 2035 for the Anchorage metropolitan area. The MTP considers the visions of community plans and unique subareas within the metropolitan area to provide one integrated, long-range transportation plan. As part of the MTP, AMATS developed a model forecasting traffic volumes in 2035 under a build scenario (includes planned projects in MTP) and no build (does not include any improvements or infrastructure changes). The model illustrates that with the Seward Highway-Glenn Highway connection in place, operations on Gambell Street improve significantly over the no build scenario. However, because this project has been delayed, AMATS requested an analysis of operations on Gambell Street without the Seward Highway-Glenn Highway connection. Therefore, the *Gambell Street Redevelopment and Implementation Plan* included an analysis of 2035 operations on Gambell Street using traffic volumes developed based on the growth projected in the 2035 MTP No Build model. The analysis described in this memorandum provides a more detailed operational assessment, using turning movement volumes derived from the MTP model. The next sections further describe the process used to develop the data used in this assessment.

Analysis Scenarios

For this sensitivity analysis, more detailed model work was conducted to develop model link and turning movement volumes on Gambell Street for a number of scenarios. Per AMATS's request, and to provide a conservative assessment, the Seward Highway-Glenn Highway connection was *not* assumed to be in place and the MTP 2035 No Build network served as the basis for the volume development. Volumes were developed for the following scenarios:

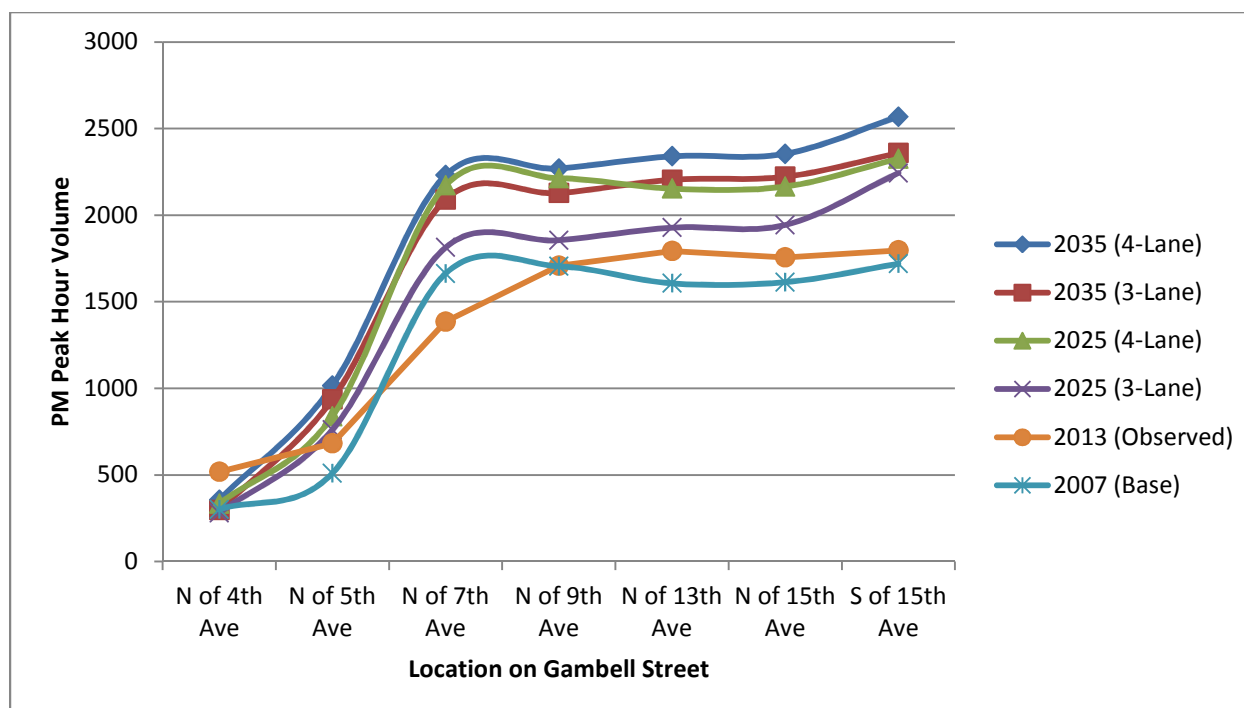
- Year 2025 with Gambell Street as a four-lane cross section;
- Year 2025 with Gambell Street as a three-lane cross section;
- Year 2035 with Gambell Street as a four-lane cross section; and
- Year 2035 with Gambell Street as a three-lane cross section.

The model network was obtained from the AMATS transportation staff and was modified to produce the three-lane scenario and the trip table assignments were modified to produce the 2025 scenarios. Model outputs are provided in *Appendix C*.

Roadway Volumes

The roadway link volumes produced by the model for the four analysis scenarios were assessed to evaluate projected future growth on Gambell Street. The graph in Exhibit 1 compares volumes on the corridor at key locations under the four model scenarios and based on observed counts from 2013

Exhibit 1: Existing and Projected Roadway Volumes on Gambell Street



As seen in Exhibit 1, volumes are not projected to increase significantly on Gambell Street over the next twenty years. Volumes are slightly lower for the three-lane scenarios than the four-lane scenarios. Overall, future PM peak hour volumes are projected to drop approximately 10% with the conversion to a three-lane cross-section in 2025 and about 6% in 2035. As evidenced in the model outputs provided in *Appendix C*, some vehicles re-route to other parallel roadways in the three-lane scenario, particularly to Cordova Street and C Street and nearly half rejoin the corridor at 15th Avenue. This suggests that these roadways have unutilized capacity which vehicles would take advantage of with the Gambell Street project.

Table 1 further examines the projected growth in traffic volumes on Gambell Street.

Table 1: Average Volumes on Gambell Street

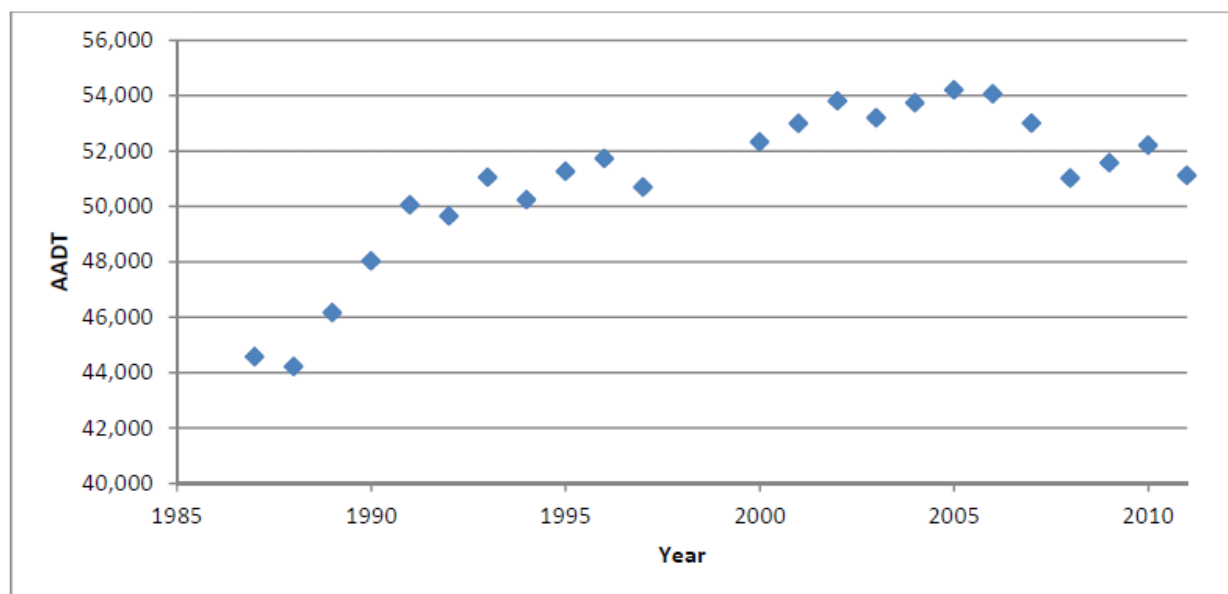
Scenario	Average Volume ¹	Annual Growth (from 2007 Base)
2007 (Base)	1398	0%
2013 (Observed) ²	1453	0.65%
2025 (3-Lane)	1674	1.01%
2025 (4-Lane)	1901	1.72%
2035 (3-Lane)	1910	1.12%
2035 (4-Lane)	2040	1.36%

¹Average of southbound volume on Gambell Street at key study intersections

²Based on turning movement volumes collected along the Gambell Street corridor in 2013

As indicated in the table, volumes are projected to grow roughly 1% a year. This is higher than historical growth on Gambell Street, which suggests the model likely overestimates future growth. The permanent traffic recorder located at Ingra Street and Gambell Street near Chester Creek collects bi-directional daily traffic volumes. AADT information from 1987 through 2011 is shown in Exhibit 2.

Exhibit 2: Historical AADT data at Gambell St/Ingra St/15th (Reference 2)



As seen in the graph, overall traffic volumes on the corridor generally increased up until 2006, before dropping off through 2008. Traffic volumes again grew from 2008 through 2010 before dipping in 2011. On average, traffic volumes grew about 0.6% annually between 1987 and 2011.

Turning Movement Volumes

The software program *Turns* was used to developing turning movement volumes for study intersections on Gambell Street. Turns implements the NCHRP 255 methodology, which is a standard procedure for developing future turning movement volumes based on existing counts and base and future model volumes. This methodology compares the actual traffic counts and model outputs and uses the difference to adjust future traffic projections. Therefore, at locations where actual traffic counts exceed base model counts, the program will adjust up future counts. For example, at 15th Avenue, existing counts are significantly higher than the base model predicted. As a result, *Turns* projects higher volumes in the future than indicated in the model, producing a conservative analysis which may over estimate future volumes.

Existing traffic counts on the corridor (at 4th, 6th, and 9th), as well as turning movement counts conducted on a typical mid-week day in early May 2013 were used for the post-processing. Counts were conducted during the weekday PM peak hour for all study intersections. Copies of all counts are provided in *Appendix D*.

Analysis Scope and Methodology

As previously completed in the *Gambell Street Redevelopment and Implementation Plan* analysis, intersection operations were assessed at the ten four-legged intersections on the corridor, as well as at

3rd Avenue and 15th Avenue. The following intersections on the Gambell Street corridor are currently signalized and were assumed to be signalized in the 2025 and 2035 analysis:

- | | |
|--------------------------|---------------------------|
| ▪ 4 th Avenue | ▪ 9 th Avenue |
| ▪ 5 th Avenue | ▪ 13 th Avenue |
| ▪ 6 th Avenue | ▪ 15 th Avenue |

No modifications were made to existing lane configurations and traffic control devices. Signal timing was optimized with the assumption that signals on the corridor will be retimed in the next ten to twenty years. Figure 1 shows the existing lane configurations and traffic control devices at the study intersections and Figure 2 shows the proposed lane configuration and traffic control devices with a three-lane cross section on Gambell Street. As seen in the figure, an exclusive-left turn lane is recommended at Gambell Street/15th Avenue.

Synchro 7 was used for the operations analysis at all signalized and stop-controlled intersections, which applies the *Highway Capacity Manual 2000* (Reference 3).

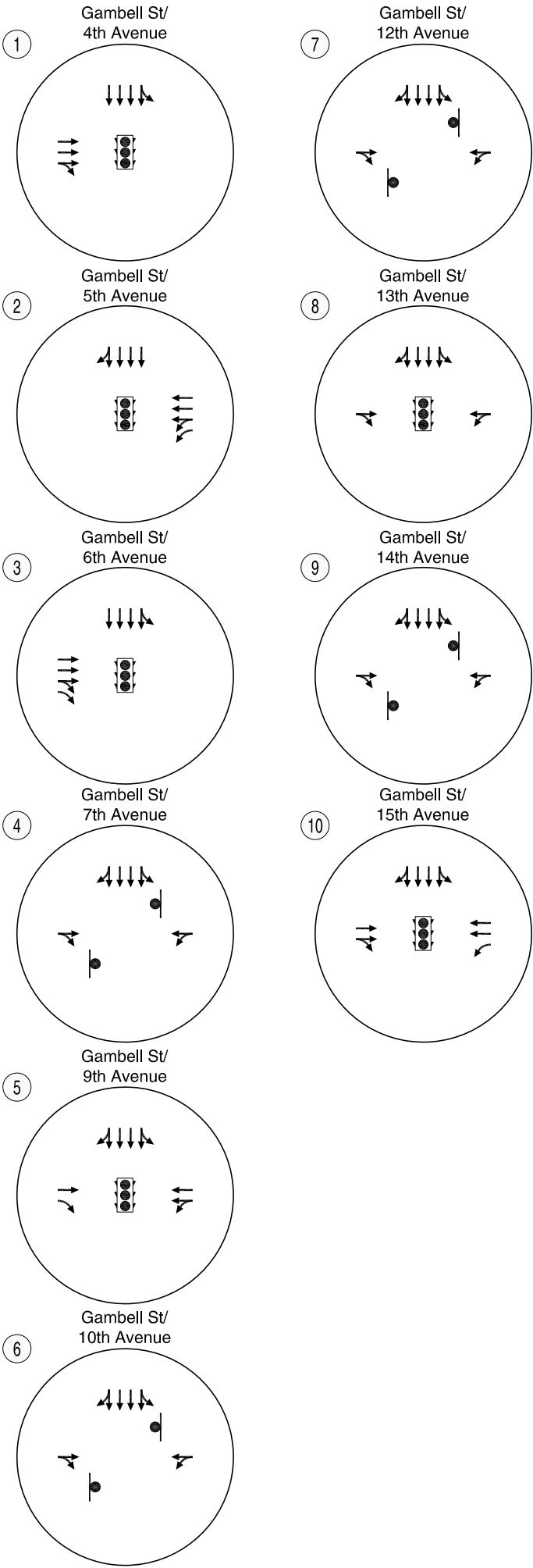
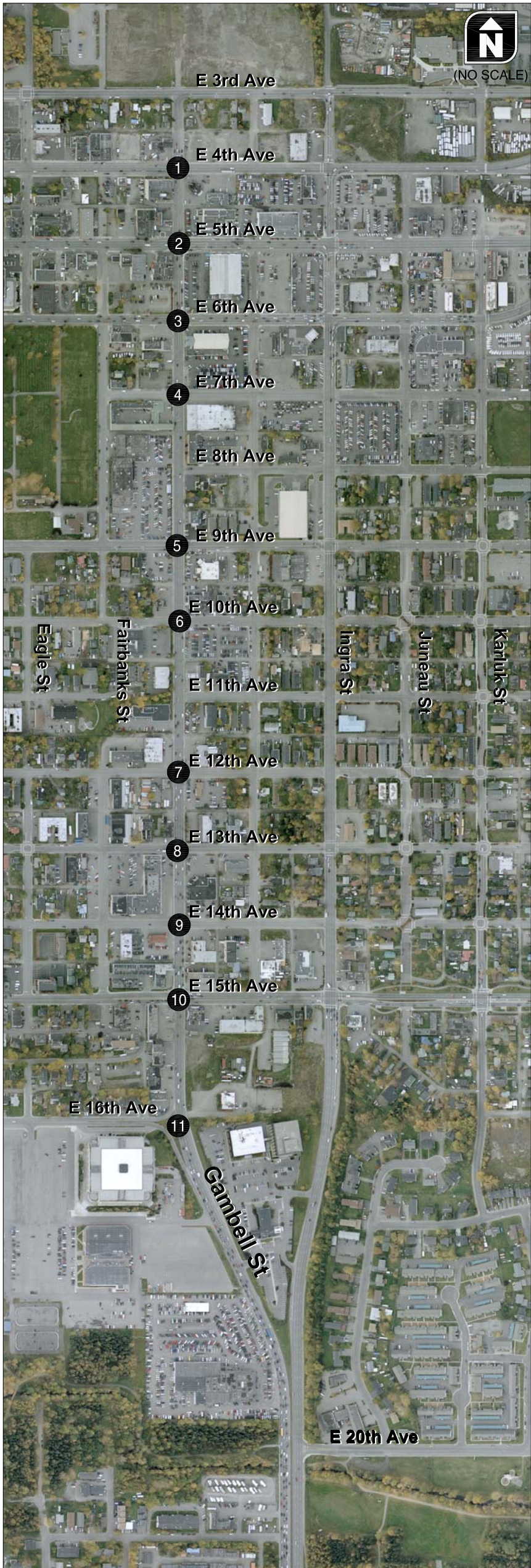
FUTURE TRAFFIC CONDITONS

Intersection operations during the weekday PM peak hour were assessed at the study intersections for the four scenarios outlined above. The findings are discussed below. Analysis output sheets for all scenarios are provided in *Appendix E*.

Year 2025 Intersection Operations

Figure 3 summarizes intersection operations for the year 2025 with the existing four-lane cross-section on Gambell Street. As seen in the figure, all intersections are operating at LOS C or better, with the exception of the intersections of Gambell Street/12th Avenue and Gambell Street/15th Avenue. Gambell Street/12th Avenue is a stop-controlled intersection with single-lane approaches on 12th Avenue. While the southbound through movement on Gambell Street operates at a LOS A, both the eastbound and westbound approaches are operating at a LOS F due to long delays for through traffic. All approaches of the intersection are far under capacity and total volumes on the eastbound and westbound approaches is less than forty vehicles during the PM peak hour. Alternative routes exist for eastbound and westbound vehicles to cross Gambell Street at a traffic signal in the vicinity. Given that the intersection is under-capacity, the volume of vehicles experiencing delays to cross Gambell Street is low, and the presence of alternative routes, no mitigations are recommended at this intersection. If desired, restrictions on eastbound and westbound through movements could be considered during the peak hour to encourage vehicles to take alternative routes.

Gambell Street/15th Avenue is operating at a LOS F and over-capacity, largely due to high volumes projected on 15th Avenue in the future. If volumes grow on 15th Avenue as projected, additional capacity will likely be required on 15th Avenue. Exclusive turn-lanes on Gambell Street would also allow



Legend

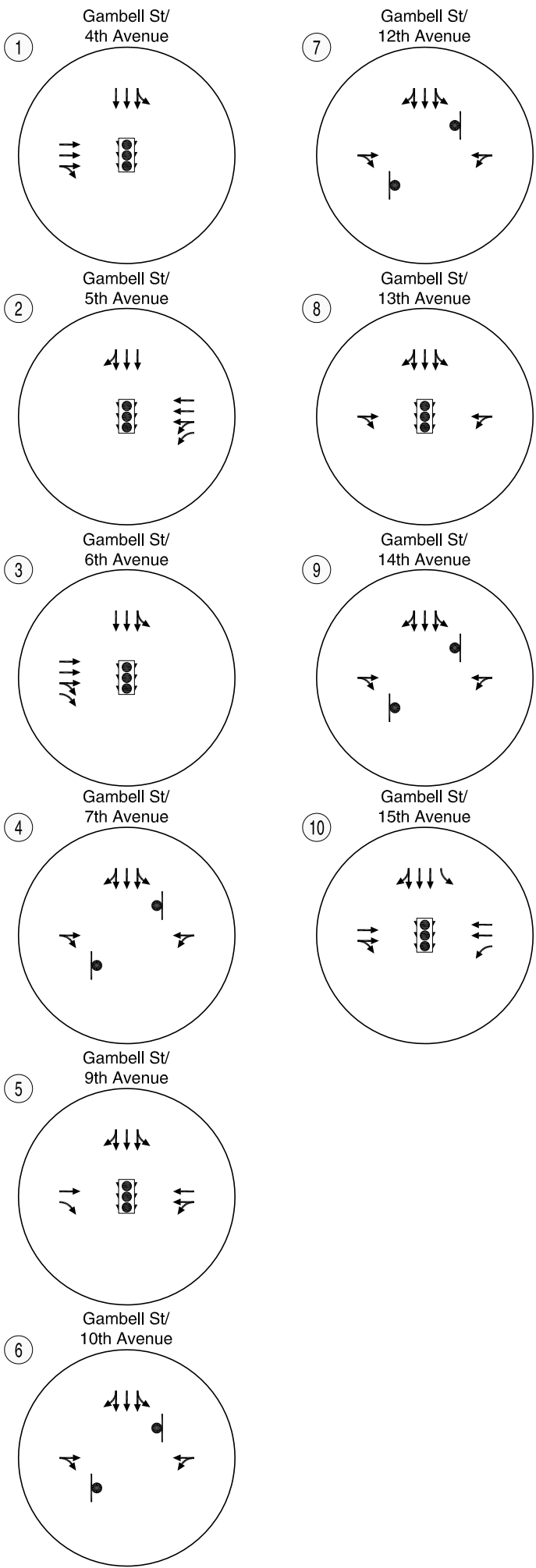
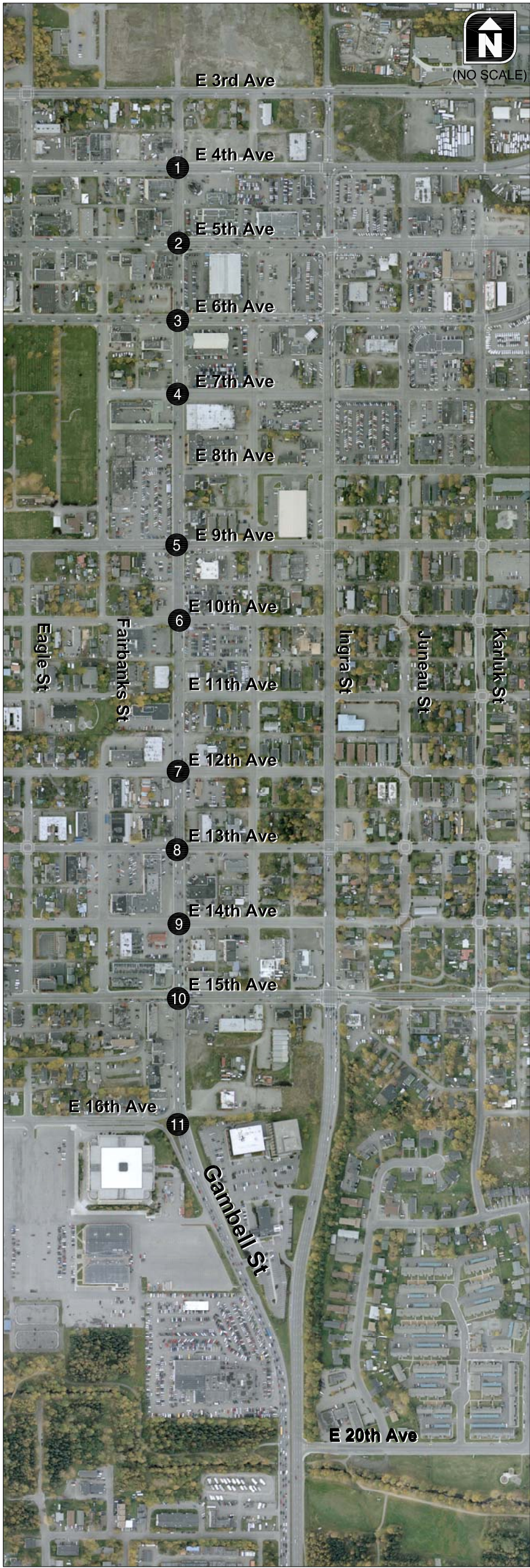
- STOP SIGN
- TRAFFIC SIGNAL
- YIELD CONTROL

Existing Lane Configurations
and Traffic Control Devices
(4 Lane Cross Section)




Source: Field Review and Google Earth



Figure
1



Legend

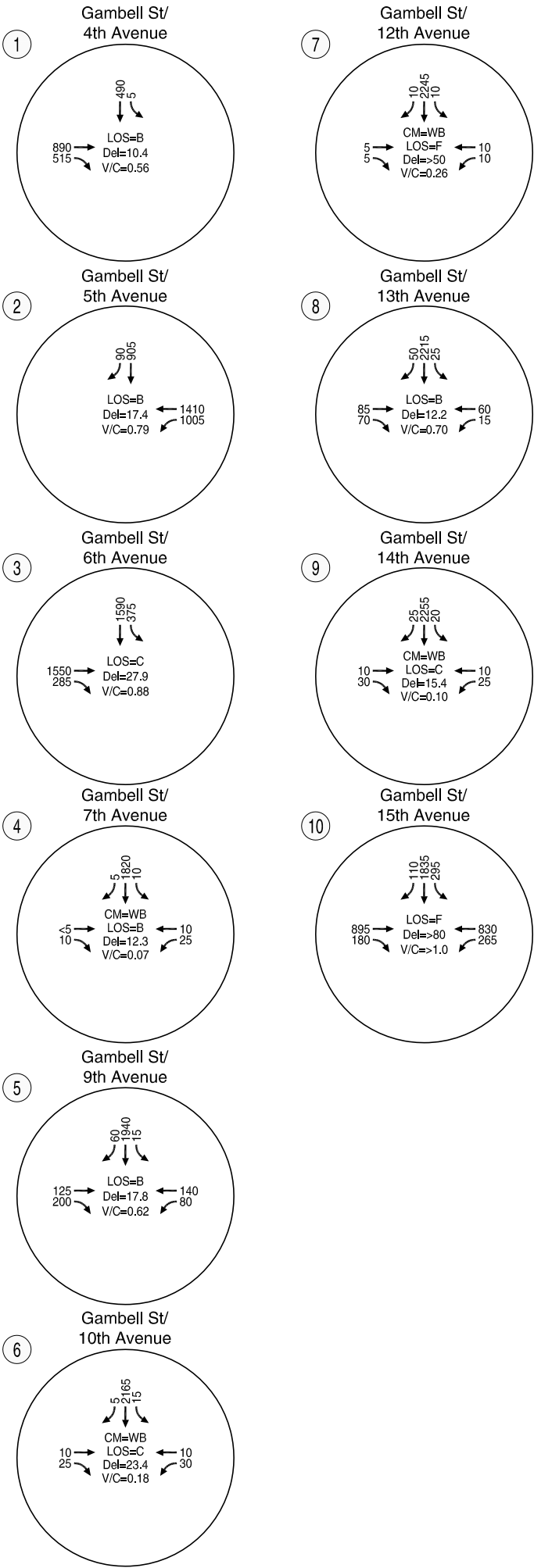
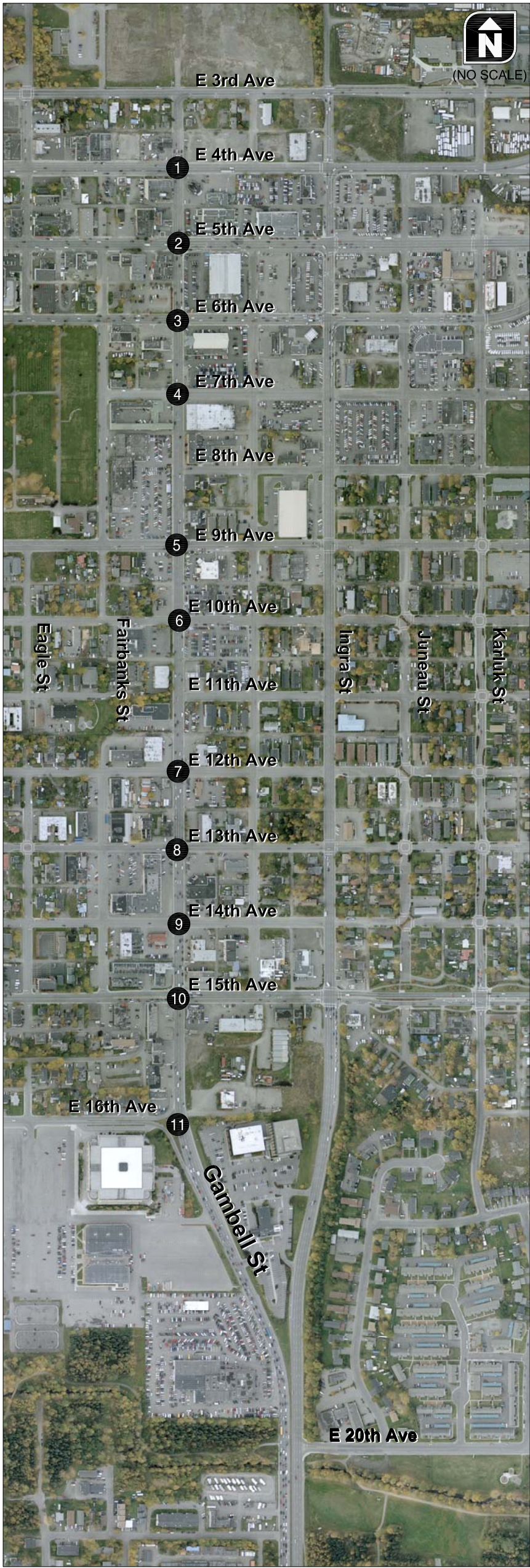
-  - STOP SIGN
-  - TRAFFIC SIGNAL
-  - YIELD CONTROL

**Proposed Lane Configurations
and Traffic Control Devices
(3 Lane Cross Section)**

Source: Field Review and Google Earth



**Figure
2**



Legend

CM = CRITICAL MOVEMENT (UNSIGNALIZED)
LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/CRITICAL MOVEMENT CONTROL DELAY (UNSIGNALIZED)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

Year 2025 Traffic Operations
Weekday PM Peak Hour
(4 Lane Cross Section)

Source: Municipality of Anchorage and Traffic Counts
Collected May 2013



Figure
3

more signal timing to be devoted to 15th Avenue. As noted above, the turning movement volumes used in this analysis may over-estimate future volumes at this specific intersection due to the post-processing methodology used and the fact that actual traffic counts collected exceeded model projections for the base analysis. Therefore, it is recommended that traffic volumes on 15th Avenue be monitored in the future to assess growth and identify potential improvements.

Figure 4 summarizes intersection operations for the year 2025 with the proposed three-lane cross-section on Gambell Street. As seen in the figure, intersection operations do not change significantly with the three-lane cross section. Operations at some intersections, such as 10th Avenue and 12th Avenue, improve slightly with the conversion due to the lower projected through volumes on Gambell Street with the three-lane cross-section. As discussed above, this is due to some vehicles re-routing to other parallel roadways in the three-lane scenario. As with the existing cross-section, the intersections of Gambell Street/12th Avenue and Gambell Street/15th Avenue operate at a LOS F. Again, the southbound through movement on Gambell Street operates at LOS A at 12th Avenue and the failures at 15th Avenue are largely caused by high volumes projected on 15th Street. Therefore, this issue is independent of the proposed three-lane cross-section on Gambell Street. In addition, the exclusive southbound left-turn lane proposed at Gambell Street/15th Avenue with the three-lane section improves operations for left-turning vehicles.

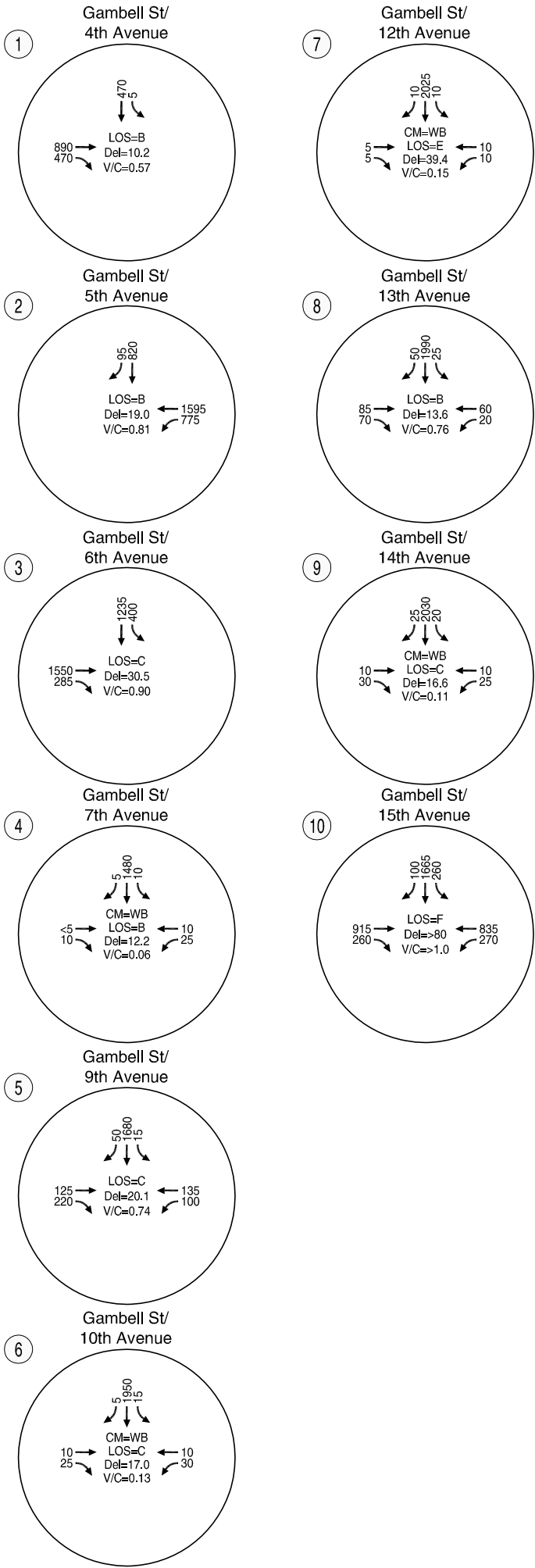
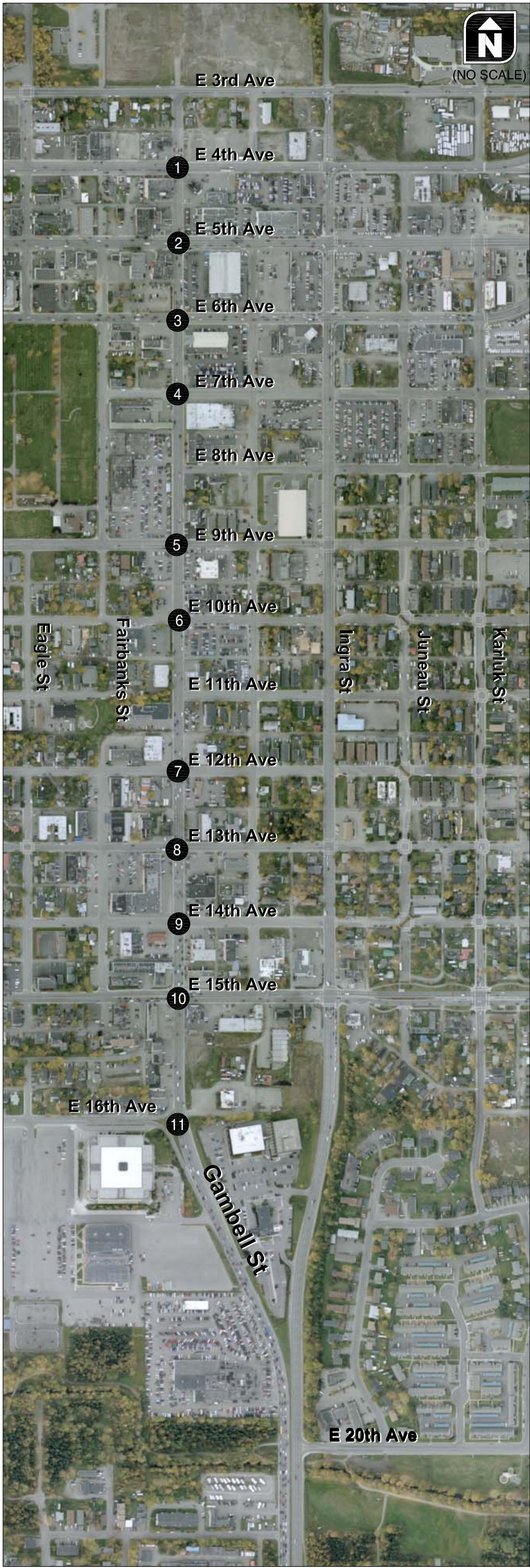
Year 2035 Intersection Operations

Figure 5 summarizes intersection operations for the year 2035 with the existing four-lane cross-section on Gambell Street and Figure 6 summarizes operations with the proposed three-lane cross-section. As seen in the figures, as in 2025, operations at most intersections do not change significantly with the three-lane cross-section. As with the year 2025 analysis, operations at some intersections improve with the conversion to three-lanes due to lower projected through volumes on Gambell Street with the three-lane cross-section. Again, this is due to some vehicles re-routing to other parallel roadways to take advantage of available system capacity.

The same issues at the 12th Avenue and 15th Avenue intersections observed in the year 2025 results remain in 2035. In addition, the intersection of Gambell Street/6th Avenue operates at LOS D but over capacity in 2035 with the three-lane cross-section. Given that this deficiency is not projected in the 2025 analysis, it is recommended that the intersection of Gambell Street/6th Avenue be monitored and that the sidewalks stay in their current location in the 5th and 6th Avenue block to provide the opportunity to introduce an exclusive left-turn lane prior to the construction of the Seward Highway-Glenn Highway Connection project.

CONCLUSIONS

As shown in the sensitivity analysis provided herein as well as the previous analyses, the Gambell Street Corridor operates effectively under the three-lane scenario both under year 2025 and 2035 No-Build conditions. Traffic is metered into the corridor by the existing three-lane westbound section from Glenn Highway (East 5th Street) which only provides dual left-turns onto Gambell Street, and the three-



Legend

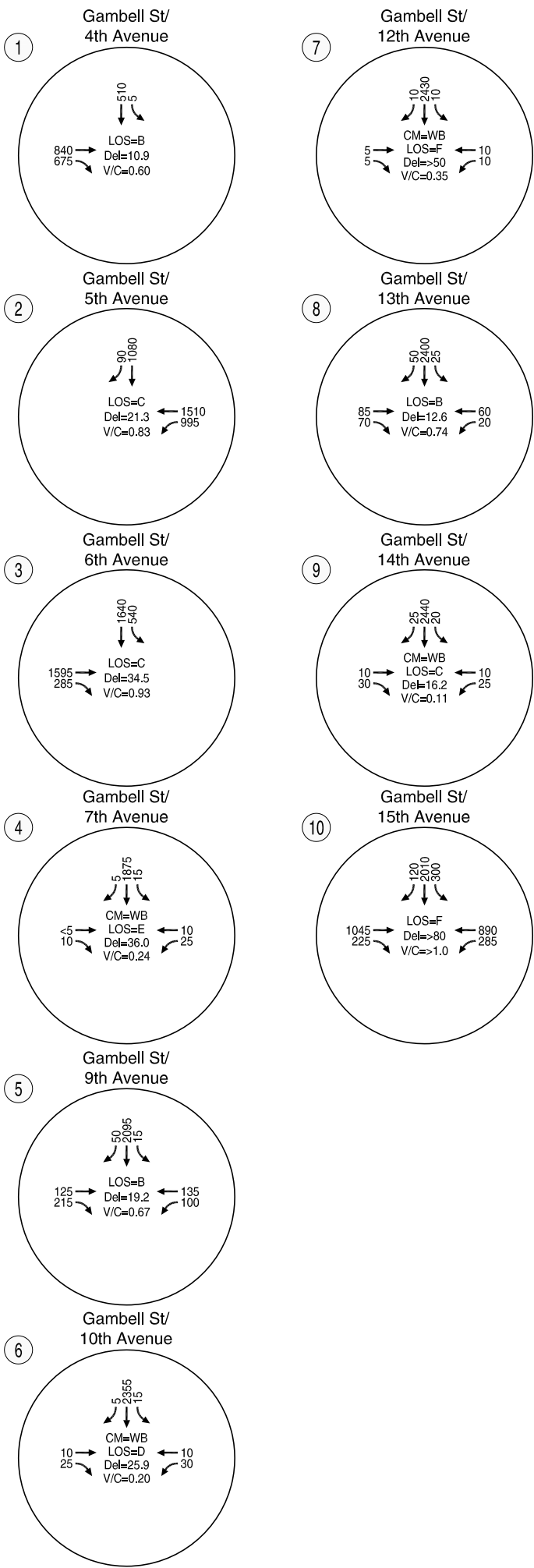
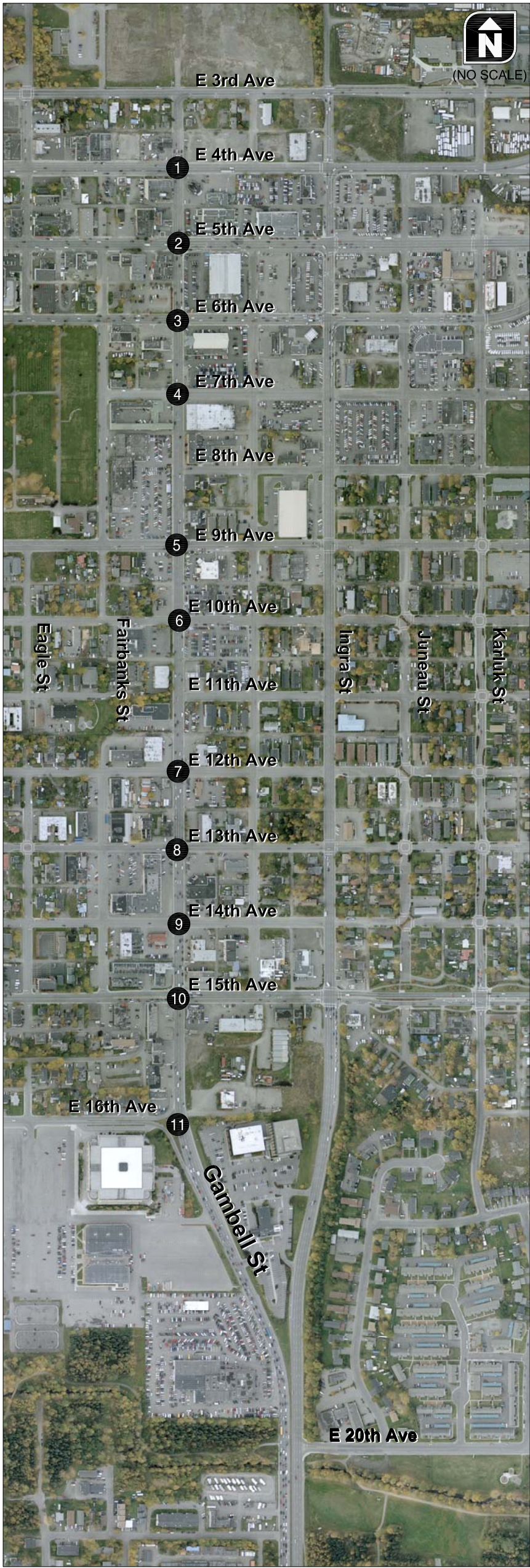
CM = CRITICAL MOVEMENT (UNSIGNALIZED)
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Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/CRITICAL MOVEMENT CONTROL DELAY (UNSIGNALIZED)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

Year 2025 Traffic Operations
Weekday PM Peak Hour
(3 Lane Cross Section)

Source: Municipality of Anchorage and Traffic Counts
Collected May 2013



Figure
4



Legend

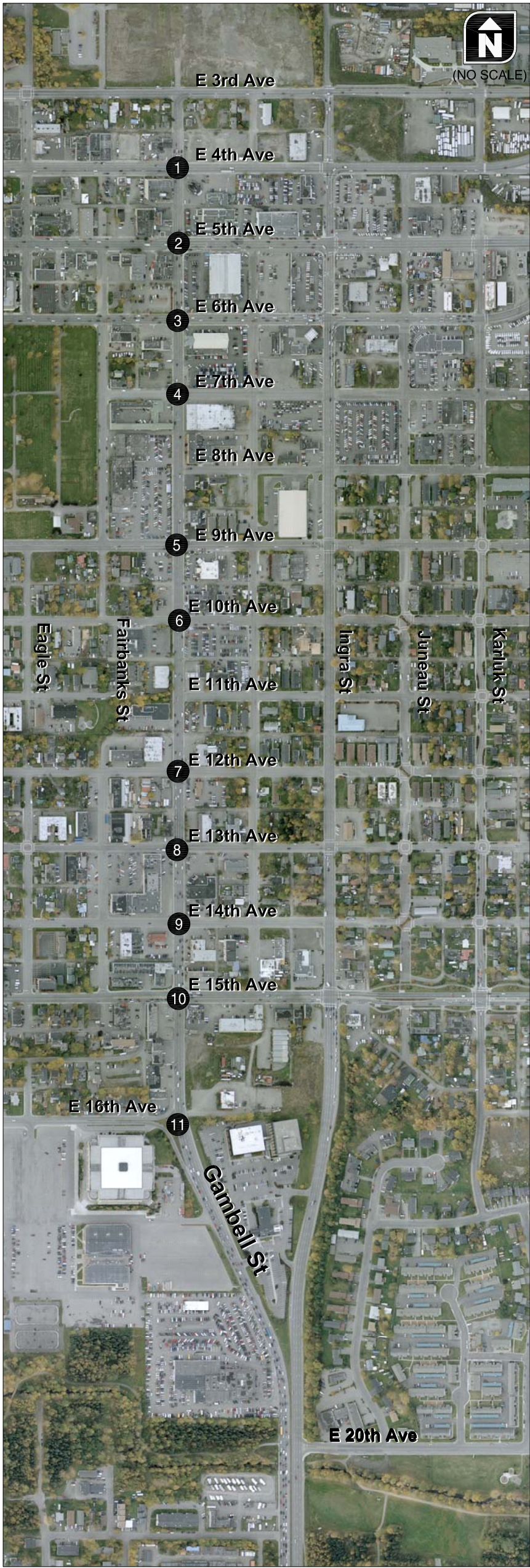
CM = CRITICAL MOVEMENT (UNSIGNALIZED)
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Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/CRITICAL MOVEMENT CONTROL DELAY (UNSIGNALIZED)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

Year 2035 Traffic Operations
Weekday PM Peak Hour
(4 Lane Cross Section)

Source: Municipality of Anchorage and Traffic Counts
Collected May 2013



Figure
5



Legend

CM = CRITICAL MOVEMENT (UNSIGNALIZED)
LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/CRITICAL MOVEMENT CONTROL DELAY (UNSIGNALIZED)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

Year 2035 Traffic Operations
Weekday PM Peak Hour
(3 Lane Cross Section)

Source: Municipality of Anchorage and Traffic Counts
Collected May 2013



Figure
6

lane eastbound section on East 6th Avenue from downtown, which provides a single right-turn lane and a shared through/right turn lane onto Gambell Street. Until the Glenn Highway capacity is increased via the Seward Highway-Glenn Highway Connection Project, the Gambell Street corridor will continue to function adequately. With the Seward Highway-Glenn Highway Connection Project in-place, the volumes on Gambell Street will reduce significantly as the facility will no longer serve as the connection between the two highways. As a result, there isn't a scenario based on the current AMATS MTP that would result in demand exceeding the capacity of a three-lane Gambell Street cross-section.

The other issue to consider is the proposed Knik Arm Crossing which, under later development stages, connects directly to the north ends of Gambell Street and Ingra Street. As noted in the environmental document for that project, this connection would not be constructed until the Seward Highway-Glenn Highway Connection Project facility is in place. At that time, the traffic volumes on Gambell/Ingra would decrease significantly as they become local traffic oriented streets with the through traffic handled by the Seward Highway-Glenn Highway Connection Project facility.

While the four- and three-lane scenarios operate similarly, there are a few intersections that experience capacity related issues that should be recognized:

- *6th Avenue/Gambell Street* - Given the potential long-term need for an exclusive southbound left-turn lane at the intersection in 2035, it is recommended that this intersection be monitored and that the sidewalks stay in their current position between 5th and 6th Avenues to provide the opportunity for an exclusive left-turn lane to be developed through restriping in the future prior to the construction of the Seward Highway-Glenn Highway Connection project.
- *12th Avenue/Gambell Street* – Eastbound and Westbound through vehicles may experience relatively long delays in the future (with Gambell as a four-lane or three-lane roadway). Given that the intersection is under-capacity, the volume of vehicles experiencing delays to cross Gambell Street is low, and the presence of alternative routes, no mitigations are recommended at this intersection. If desired, restrictions on eastbound and westbound through movements could be considered during the peak hour to encourage vehicles to take alternative routes.
- *15th Avenue/Gambell Street* - Based on projected increases in volumes on 15th Avenue, future improvements may be necessary on 15th Avenue to improve operations at the Gambell Street/15th Avenue intersection under both the four- and three-lane scenarios in 2035 without the Seward Highway-Glenn Highway Connection project. Given the uncertainty associated with future improvements and growth on 15th Avenue, it is recommended that traffic volumes on 15th Avenue be monitored in the future to assess growth and identify potential improvements.

Beyond the minor operational differences identified sensitivity analysis and the fact that the ultimate solution will rely on the Seward Highway-Glenn Highway Connection Project, the three-lane conversion of Gambell Street addresses existing safety, ADA, and pedestrian circulation needs while providing

immediate **long-term certainty** to allow economic development to occur in the near-term. The project as outlined in the redevelopment and implementation plan:

- Provides snow storage in 3.5 foot shoulders and the portion of sidewalks closest to the curb allowing adequate pedestrian connectivity and utilization of all three vehicular travel lanes during winter time conditions versus the three out of four currently utilized due to the lack of snow storage;
- Maintains long-term flexibility (i.e., conversion to a two-way street with on-street parking as part of the Seward Highway-Glenn Highway Connection project);
- Changes the pedestrian and vehicular environment to better match the needs of the business district, and allows additional aesthetic enhancements to occur along Gambell Street;
- Provides sufficient space for pedestrians year round, addresses ADA deficiencies, eliminates splash conflicts with outside vehicular lanes, and reduces crossing distances and exposure for pedestrians, bicycles, and vehicles; and
- Reduces the need for additional right-of-way acquisition to address existing ADA deficiencies in proximity of the signalized intersections along the corridor.

NEXT STEPS

We trust that this memorandum fulfills AMATS's request for additional analysis related to the proposed three-lane cross section on Gambell Street and will facilitate AMATS endorsement of the Gambell Redevelopment Plan. Please do not hesitate to contact us with additional questions or comments.

REFERENCES

1. Municipality of Anchorage, [2035 Metropolitan Transportation Plan](#), 2012.
2. Alaska Department of Transportation & Public Facilities. *Annual Traffic Volume Report*. 2011.
3. Transportation Research Board, *Highway Capacity Manual*, 2000.



April 11, 2014

Kristine Bunnell, Senior Planner
MOA, Community Development Department
Planning Division
Long Range Planning Section
P.O. Box 196650
Anchorage, Alaska 99519-6650

RE: PZC Case 2014-0066, Fairview Neighborhood Plan, March 2014 Public Draft Hearing

Dear Ms. Bunnell:

The Alaska Department of Transportation and Public Facilities, ADOT&PF, Central Region Planning thanks you for allowing us the opportunity to comment on the Fairview Neighborhood Plan and we offer the following comments.

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/ped accommodations.

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.

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.

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.

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.

Again thank you for allowing the Department to review and comment and if you have any questions please feel free to contact me at 269-0515.

Sincerely,

A handwritten signature in dark ink, appearing to read 'J. Boyle', followed by a long horizontal flourish line extending to the right.

James D. Boyle
Anchorage Transportation Planner

cc: Jennifer Witt, Chief, Planning & Administrative Services
Ken Morton, P.E., Preconstruction Engineer
David Post, Planning Manager
Tucker Hurn, Right of Way Agent, Right of Way
Scott Thomas, P.E., Regional Traffic Engineer, Traffic Safety and Utilities
Jim Amundsen, P.E., Highway Design Group Chief



*"It will not do to leave a live dragon
out of your plans if you live near one."*

The Hobbit
J.R.R. Tolkien

city of
CINCINNATI

Connect the Blocks Over Fort Washington Way Design Competition

2012-2013

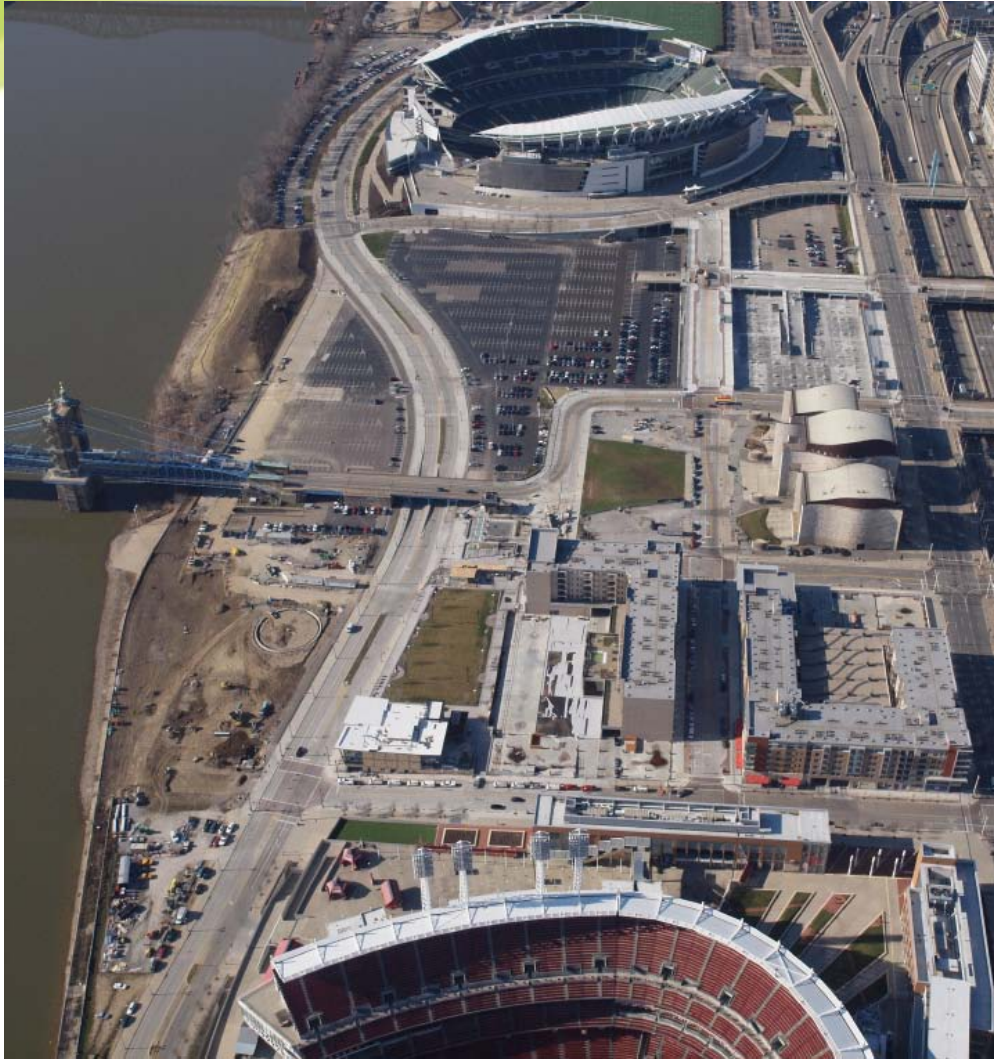


1998

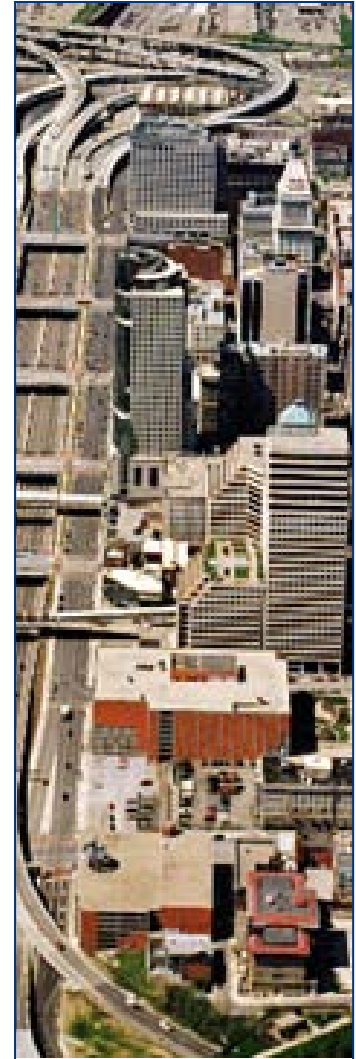


2000

A Fort Washington Way renovation in 2000 narrowed the gap between downtown and the riverfront.



An open space remains over the highway, causing separation between downtown and the riverfront.



When Fort Washington Way was remodeled, pilings were placed in the ground with the intention of one day using them as supports for an elevated surface to be constructed over the highway that would close the remaining gap.



Sharing Visions

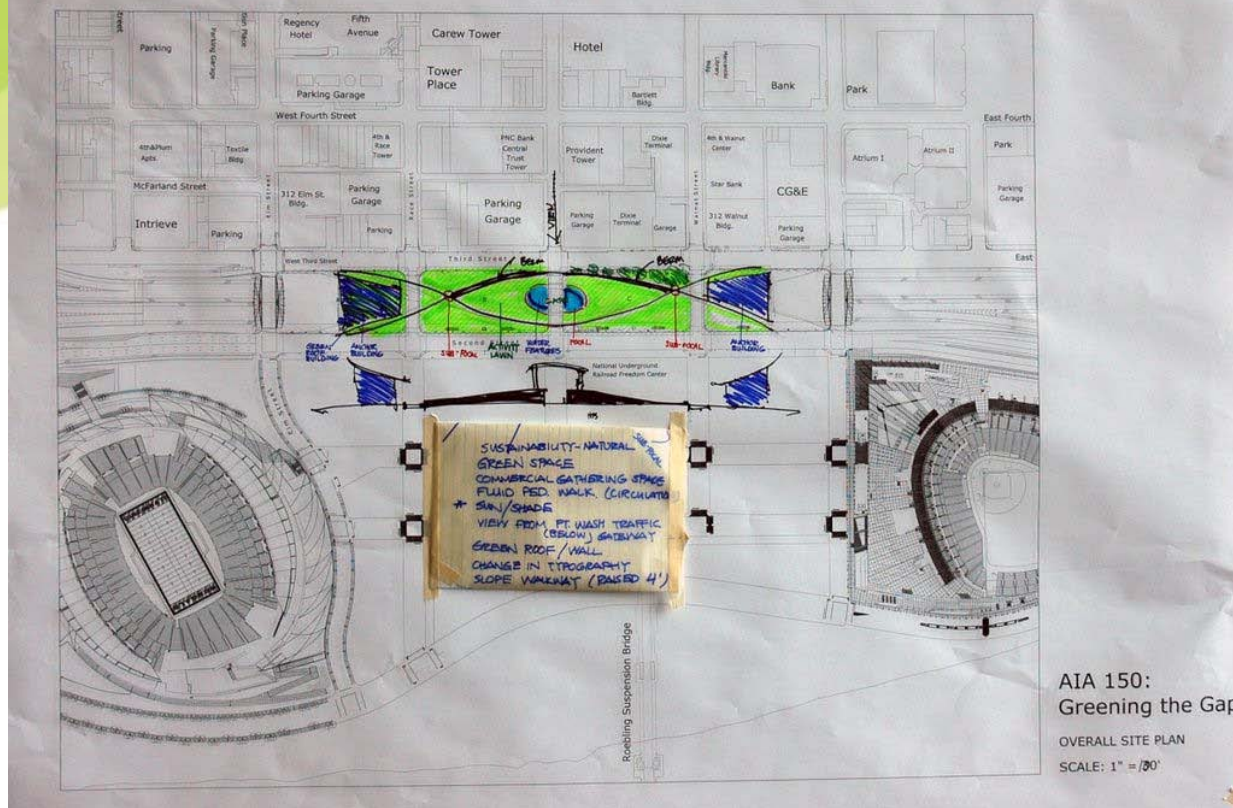
Over the years, ideas have been generated for features and design of decking over Fort Washington Way.

Decking was envisioned as part of the Central Riverfront Urban Design Master Plan prepared by **Urban Design Associates** in April 2000.



...Visions

- **Hargreaves Associates** Concept Design for Fort Washington Way Decks in September 2001 - Physical models and digital graphic designs shared options for features on the decks.
- **Economics Research Associates (ERA)** Decks report on December 7, 2001. That report included market considerations and constraints, as well as those features that ERA thought would be most successful.
- **Parsons Brickerhoff** Decking Over Fort Washington Way report on April 10, 2002 - various technical options for the decking structures.



On August 4, 2007 **American Institute of Architects (AIA) Cincinnati** held a public design and envisioning workshop to explore the potential of covering Fort Washington Way with decks.

Over eighty people participated in the session.

Two development strategies emerged:

- One strategy developed a plan that contained mostly open, green space.
- The other strategy envisioned significant development on the majority of the blocks.

The block directly north of the Freedom Center was conceived as mostly open space in both versions.

Kids' Visions

Prior to the AIA public workshop, **“Architecture By Children”** (ABC) used the deck covers as the subject for their 2007 annual design program *thinking green*

Over 2,000 Cincinnati area school children participated in designing the deck covers. Models of the designs were judged and displayed at the Public Library of Cincinnati and Hamilton County. Winning entries were on display at the AIA workshop and several of the students participated in the AIA charrette.

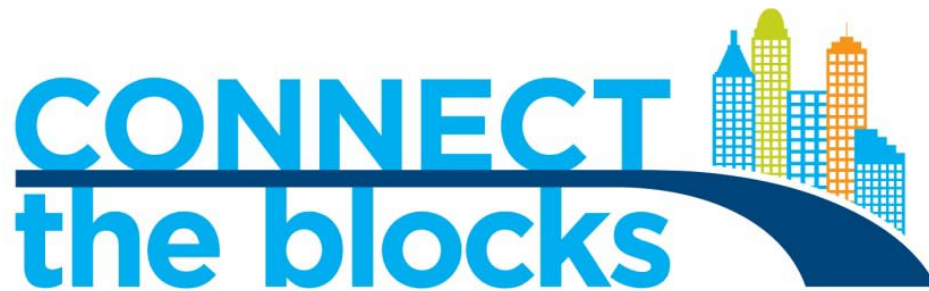




Fort Washington Way Today

Though many exercises and reports have shared options for decking, to this point, there has been no clear single vision of what this decking area will look like and how it will be used. A specific design and projected cost are needed before we can move the project forward.

FORT WASHINGTON WAY DECKS



Establishing The Vision

The City of Cincinnati is opening a community conversation to identify what the decks over Fort Washington Way will be; how we will **Connect the Blocks** Over Fort Washington Way.

To facilitate this process, the City is inviting public input and is hosting a national, open competition for architecture, engineering and landscape design professionals to design the decks and structural features that will cover the area over Fort Washington Way.

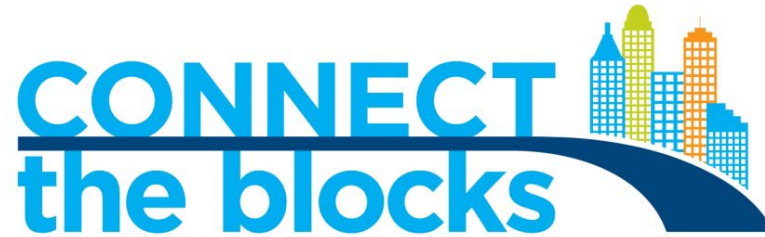
The Partners

- City of Cincinnati
- Mark McKillip - professional advisor
- John Deatrick - technical advisor
- Design evaluation committee
- Non-profit organization: Architectural Foundation of Cincinnati, Inc.
- Civic advocates: Craig Maier, Frisch's Restaurants President & CEO
and Richard Boehne, E.W. Scripps President & CEO

Throughout the process, we are seeking involvement from authorities at federal, state and county levels:

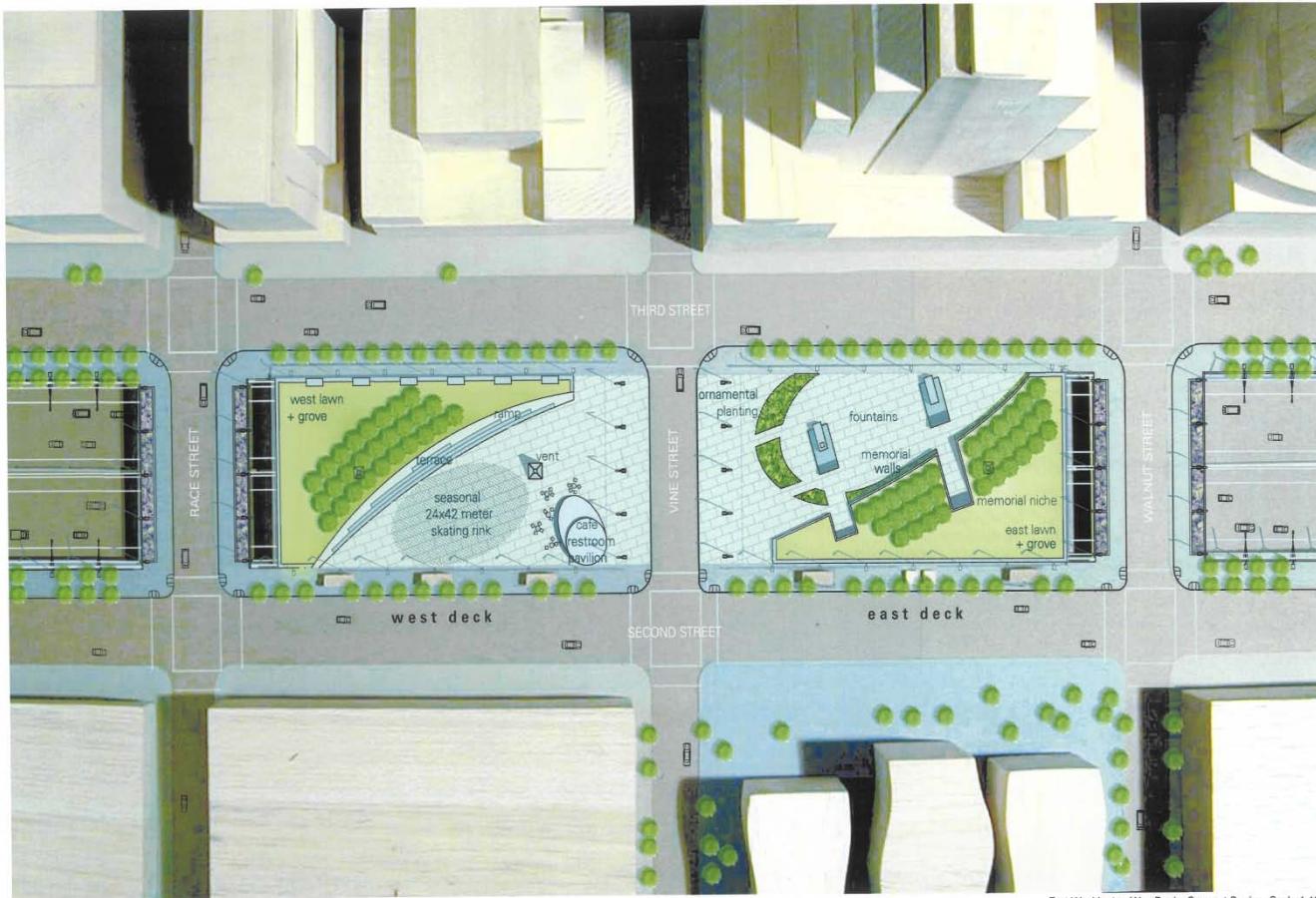
- Federal Highway Administration (FHWA)
- Ohio Department of Transportation (ODOT)
- Hamilton County Commissioners

We also seek involvement from the public, local businesses, and from the Mayor and City Council.



Competition Process:

1. Definition of the Program
 - Community input – public meetings and online survey
 - Support and input from local businesses



Fort Washington Way Decks Concept Design, Scale 1:1000

2. Design Competition Call for Entries – open to architecture, engineering and landscape design professionals
3. Initial review of design proposals by the evaluation committee



6. Public review and comment of finalist designs – Display at AFC Gallery, 811 Race St.
7. Selection of winning design by jurors
8. The winning design will bring focus to Cincinnati's vision for the decks, helping move the vision toward reality.

Examples and Inspiration

Decking over highways has been successful in many other locations throughout the county.

For example...

Freeway Park at Seneca Seattle, WA



Park space in an urban setting

I-90 Mercer Island Lid Washington State



Green space to enhance the landscape

Lytle Tunnel Cincinnati



Park space over the highway tunnel

Klyde Warren Park Dallas, Texas

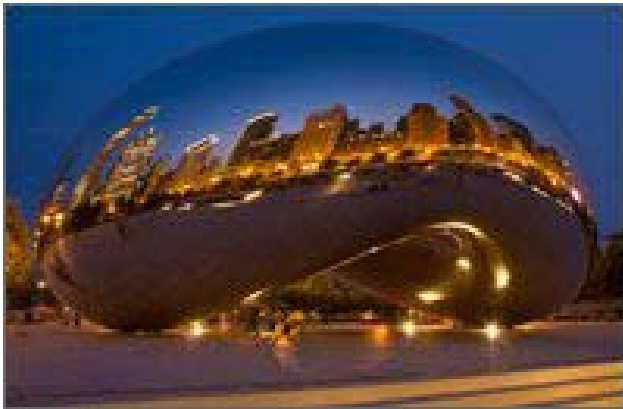


I-670 Cap in Columbus, Ohio



Retail development over the highway

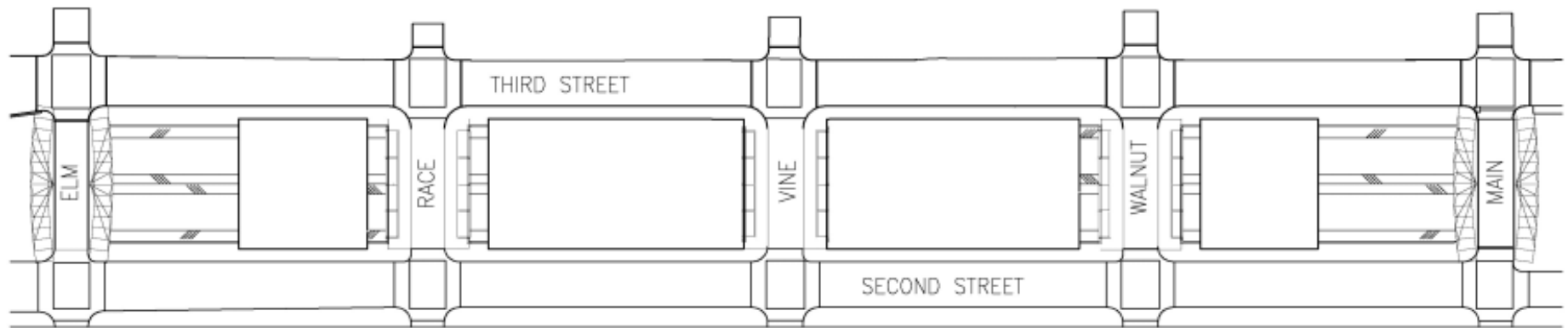
Millennium Park in Chicago, Illinois



A destination to enjoy public art and concerts

Cincinnati's Blank Canvas

What do you want to see?



**Municipality Of Anchorage
ANCHORAGE WATER & WASTEWATER UTILITY**

M E M O R A N D U M

DATE: April 8, 2014

TO: Erika McConnell, Supervisor, Planning Section, Planning Division

FROM: Paul Hatcher, Engineering Technician III, AWWU Planning

SUBJECT: Zoning Case Comments
Hearing Date: May 12, 2014
Agency Comments Due: April 11, 2014

AWWU has reviewed the materials and has the following comments.

14-0063 MCKINLEY LANDSCAPING TR A, Rezone from I-1SL (light industrial with special limitations) district to I-1SL (light industrial with special limitations) district, Grid SW1832

1. AWWU water and sanitary sewer is available to this parcel.
2. AWWU has no objection to this rezone.

14-0066 FAIRVIEW, Review and Recommendation by the Planning and Zoning Commission of the Fairview Neighborhood Plan (March 2014), to be adopted as an element of the Comprehensive Plan under Anchorage Municipal Code, in accordance with AMC 21.03.130, Grid N/A

1. AWWU water and sanitary sewer is available to this area.
2. AWWU has no objection to this neighborhood plan.

If you have any questions pertinent to public water and sanitary sewer, you may call me at 564-2721 or the AWWU planning section at 564-2739, or e-mail paul.hatcher@awwu.biz

MUNICIPALITY OF ANCHORAGE



Community Development Department
Development Services Division

Private Development Section
RECEIVED

Mayor Dan Sullivan

MAR 27 2014

MEMORANDUM

MUNICIPALITY OF ANCHORAGE
ZONING DIVISION

Comments to Planning and Zoning Commission Applications/Petitions

DATE: March 26, 2014
TO: Erika McConnell, Current Planning Section Supervisor
FROM: Matthew Hendrick, Plan Review Engineer
SUBJECT: Comments for Planning and Zoning Commission
Public Hearing date: May 12, 2014

Case 2014-0063 – Rezone from I-1SL (light industrial with special limitations) district to I-1SL (light industrial with special limitations) district. McKinley Landscaping Subdivision, Tract A (Plat 77-301). Generally located east of Old Seward Highway, south of West Tudor Road and north of 50th Avenue.

Drainage:

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 to infrastructure and to permeable / impermeable surface treatments. Final plans with appropriate details will be required prior to approval of building plans. The analysis and plans shall present and illustrate respectively how drainage from this facility is being managed in relation to peripheral properties and right of way; demonstrate that post development drainage 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. Drainage analysis and design shall conform to the Municipality of Anchorage Design Criteria Manual (DCM) and the Drainage Design Guidelines (DDG).

Department Recommendations:

The Private Development Section has no objection to approval.

Case 2014-0066 – Review and Recommendation by the Planning and Zoning Commission of the Fairview Neighborhood Plan (March 2014), to be adopted as an element of the Comprehensive Plan under Municipal Code, in accordance with AMC 21.03.130.

Drainage:

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 to infrastructure and to permeable / impermeable surface treatments. Final plans with appropriate details will be required prior to approval of building plans. The analysis and plans shall present and illustrate respectively how drainage from this facility is being managed in relation to peripheral properties and right of way; demonstrate that post development drainage 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. Drainage analysis and design shall conform to the Municipality of Anchorage Design Criteria Manual (DCM) and the Drainage Design Guidelines (DDG).

Department Recommendations:

The Private Development Section has no objection to approval.



MUNICIPALITY OF ANCHORAGE
Traffic Division



RECEIVED

APR 10 2014

MUNICIPALITY OF ANCHORAGE
ZONING DIVISION

MEMORANDUM

DATE: April 1, 2014

TO: Erika B. McConnell, Current Planning Section Supervisor,
Zoning and Platting Division

THRU: Stephanie Mormilo, PE, Municipal Traffic Engineer
Kristen Langley, Associate Traffic Engineer

FROM: Dwayne Ferguson, Assistant Traffic Engineer

SUBJECT: Traffic Division comments for the following Planning and Zoning
Commission Public hearing to be held on Monday, May 12th, 2014.

2014-0063 Rezone from I-1SL district to I-1SL district. Mckinley Landscaping
Subdivision, Tract A (Plat 77-301).

Traffic Engineering has no comment.

2014-0066 Review and recommendation by the Planning and Zoning
Commission of the Fairview Neighborhood Plan (March 2014) to be
adopted as an element of the Comprehensive Plan under
Anchorage Municipal Code in accordance with AMC 21.03.130.

Traffic Engineering has the following comments:

- a) Traffic concurs with the implementation plan prescribed by the neighborhood plan. Gambell/Ingra Streets are AKDOT&PF facilities and implementation plans for designs of pedestrian and vehicular efficiency and safety are subject to the available resources and long range transportation plans of the AKDOT&PF.
- b) The Fairview Neighborhood plan should be coordinated directly with the design changes proposed for the Chester Creek Sports Complex (CCSC) redevelopment in efforts to mitigate peak event traffic congestion and improve access and level of service along Gambell and Ingra Streets.

MUNICIPALITY OF ANCHORAGE



Planning & Development Services Dept.
Development Services Division

Building Safety
RECEIVED

APR 10 2014

MEMORANDUM

MUNICIPALITY OF ANCHORAGE
ZONING DIVISION

Comments to Miscellaneous Planning and Zoning Applications

DATE: April 10, 2014
TO: Erika McConnell, Manager, Zoning and Platting
FROM: Ron Wilde, P.E.
Building Safety
SUBJECT: Comments for Case 2014-0066
Fairview Neighborhood Plan

No Comment



**MUNICIPALITY OF ANCHORAGE
PUBLIC WORKS DEPARTMENT**

4700 Elmore Road
Anchorage AK 99507

Project Review Form

Project Name: Fairview Neighborhood Plan	Project No: 2014-066
Project Status: <input type="checkbox"/> Design Study <input type="checkbox"/> 35% <input type="checkbox"/> 65% <input type="checkbox"/> 95% <input type="checkbox"/> Other	
Name/Title: Sandy Hansen, Planning Tech / Randy Bergt, Project Engineer	
Organization / Department: Public Transportation / People Mover	
Phone Number: 343-8213 or 343-8285	Date: April 11, 2014

	Page/ Sheet No.	Reviewer	Comment	Response
1)	29	SH	<p>Public Transportation offers 5 routes that serve the Fairview Community; Rt# 13, Rt #15, Rt# 8 and outlining areas Rt# 45 and Rt #102.</p> <p>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, Walmart, 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.</p> <p>Ridership averages for Route # 13, # 15 and # 8 is 20 riders a trip on weekdays and 18 on weekends.</p> <p>People Mover is dedicated to serving the Fairview Community and we support improvements to increase pedestrian access and mobility upgrades.</p>	
2)				
3)			Thank you for the opportunity to review.	

Other Projects

West Anchorage Land
TradeWest Anchorage
District PlanUMED District Plan
UpdateTitle 21 Rewrite
Economic Impact
Analysis

Title 21

Projects

Girdwood Area Plan
UpdateFairview
Neighborhood PlanDowntown Seismic
AssessmentAnchorage
Commercial Land
Assessment

View All

Fairview Neighborhood Plan

2014-0066
RECEIVED

APR 30 2014

MUNICIPALITY OF ANCHORAGE
ZONING DIVISION

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Events
Municipal Code Online
Planning e-Alerts
View Active Cases & Maps

The Long-Range Planning Section of the Community Development Department is seeking comments on the March 2014 Fairview Neighborhood Plan (FVNP) Public Hearing Draft. The document has been submitted for municipal adoption by the Fairview Community Council.

The Fairview Community Council has been developing this neighborhood plan over the last several years. The Plan (FVNP) is intended to serve as a tool to aid in the orderly growth and development of the Fairview neighborhood. The FVNP will guide future public and private improvements in the area, provide a base of information for neighboring entities, be a tool to foster continued health and vitality of the neighborhood, and be a guide for proposed redevelopment projects.

The Planning and Zoning Commission Public Hearing for this plan is scheduled for **Monday, May 12, 2014, at 6:30 p.m. in the Assembly Chambers of the Z.J. Loussac Library, 3600 Denali Street, Anchorage.** Recommendations and findings from the Planning and Zoning Commission process will be forwarded to the Assembly, which will also hold a public hearing before taking final action to adopt the Fairview Neighborhood Plan as a Comprehensive Plan element.

For inclusion in the packet to go to the Commission before the meeting, written comments on the Public Hearing Draft may be submitted through April 30, 2014.

Submit them in the following ways: (1) by mail: Fairview Neighborhood Plan, Planning Division, MOA Community Development Department, P.O. Box 196850, Anchorage, AK 99519-6850; (2) by fax: 343-7927; or (3) through testimony in person at the scheduled Planning and Zoning Commission meeting on May 12.

March 2014

Public Hearing Draft (full document)

- Cover, Acknowledgements, Table of Contents
- Executive Summary
- 1. Introduction
- 2. Existing Conditions
- 3. Public Process
- 4. Community Vision
- 5. Implementation
- Appendices

Attached comments made by:

Beth Verrelli

1337 E. 13th Ave.

Fairview Resident

H 929-4077

W 269-7603

bverrelli@yahoo.com

Fairview Neighborhood Plan - Comments:**Leverage What We Have**

- 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.
- bury utility lines and redevelop alley ways
- mandatory minimum levels of care and maintenance of buildings and landscaping

Economic Development Incentives

- 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
- update zoning for entire Fairview area to encourage small scale neighborhood businesses compatible with residential housing, and incentivize small cottage industries

Health & Safety & Community

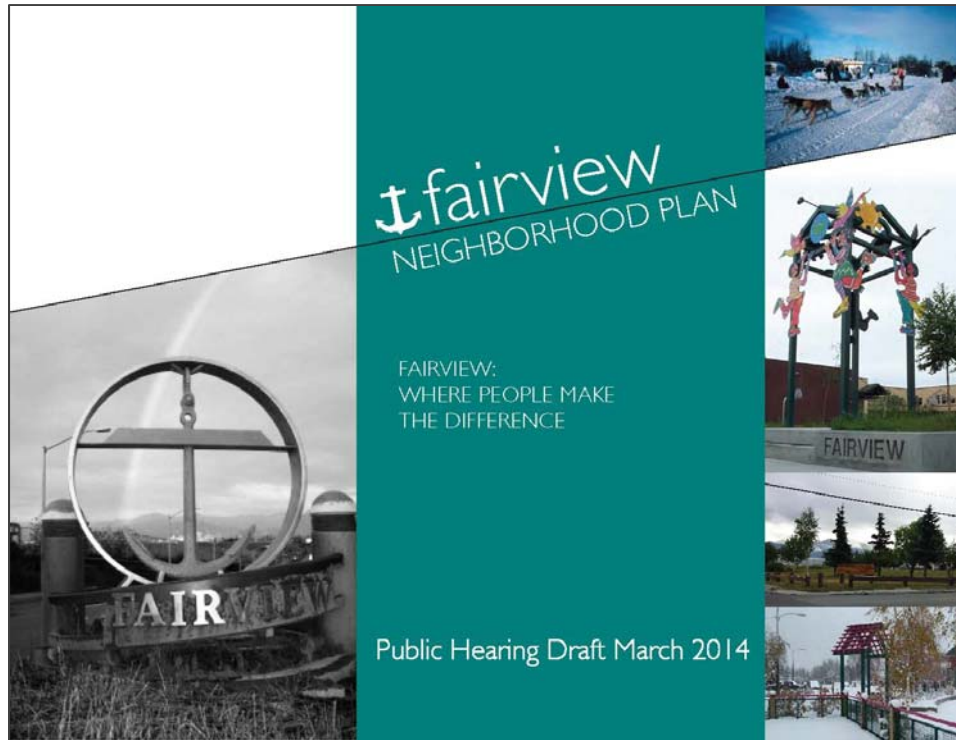
- Encourage the MOA to re-establish neighborhood policing in Fairview and other low income neighborhoods.
- Create programs for the APD and AFD to positively interact with elementary school kids.
- Establish small community centers with free walk-in counseling centers, day care, indoor play areas, and hobby rooms (sewing, knitting, wood/metal shop etc.)
- establish a car maintenance shop for rent by neighborhood residents

Green Space

- Create edible parks throughout the neighborhood
- Maintain and improve existing green space
- Protect and properly maintain established trees in public areas
- Disallow non-native plantings
- Add green space requirements and connectivity for multiplexes to improve safe play areas for children

Fairview & Denali Schools

- make all playgrounds inclusive and accessible
- add additional equipment and fitness opportunities to develop lifelong habits
- Establish Fairview & Denali as the first edible school yards in Alaska to help address the 1,000's of Anchorage children who are food insecure
- Install Little Lending Libraries on every block throughout the neighborhood
- 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



View the March 2014 Fairview Neighborhood Plan Public Hearing Draft at the following link.

<http://www.muni.org/Departments/OCPD/Planning/Pages/FairviewNeighborhoodPlan2014.aspx>