

FAIRVIEW



leadership

NEIGHBORHOOD PLAN

Where People Make the Difference!



Adopted | September 9, 2014

Anchorage Assembly Ordinance | AO No. 2014-108



ACKNOWLEDGEMENTS

The Fairview Neighborhood Plan is the result of thousands of hours of community volunteer effort from a community that cares about this city, and has put a lot of thought into the issues we face and that reflects our will and hopes for this area. The **Fairview Community Council** would like to recognize and thank **Allen Kemplen** for shepherding the planning process for over a decade. Without his vision and direction, all the pieces would not fit together so well and so completely.

The **Executive Board of the Community Council** including Christopher Constant-President, Harry Need-Vice President, Heather Austermuhl-Secretary, Sharon Chamard-Treasurer, George Harrison, Allen Kemplen, S.J. Klein, and Heidi Heinrich worked closely with our contractors **Agnew::Beck** in distilling the community's work into this document.

This plan wouldn't have been possible without the support of the **Neighborhood Plan Committee** of Sharon Chamard, Dan Loring, Celeste Benson, Paul Benson, Darrel Hess, Michael Howard, Claris Syren and Harry Deuber as well as the complementary efforts of NeighborWorks Anchorage and Alaska Housing Finance Corporation.

We would like to thank the **Fairview Business Association** and the **Municipal Long Range Planning Section** for their critical assistance in completing portions of the plan, and the **Planning and Zoning Commission** and **Anchorage Assembly** for thoughtful deliberation of its contents. Finally, the Council recognizes the members of our community who make this the best neighborhood in Anchorage. You and your input and have inspired a unique document that truly reflects our will and will shape Fairview into a true **Winter City Neighborhood of Choice**.



After all, our motto is: “Fairview, where people make the difference!”

**Paul, Heidi, Christopher, Allen, and Heather receiving Alaska Chapter ~
American Planning Association Award - 2014**



:: CONTENTS

- 1 EXECUTIVE SUMMARY
Priorities of the Plan | Purposes of the Plan | Public Process Overview | Organization of the Plan
- 7 CHAPTER 1 | INTRODUCTION
Planning Area Boundary | Anchorage 2020 | Existing Plans + Policies | Fairview History
- 19 CHAPTER 2 | EXISTING CONDITIONS
Neighborhood Character | Demographic Profile | Employment | Projections | Land Use + Ownership |
Infrastructure + Public Services | Transportation | Parks + Open Space | Natural Environment | Energy | Weather
- 43 CHAPTER 3 | PUBLIC PROCESS
2009 Draft Fairview Community Plan | 2013 Revision | Parallel Outreach Efforts | Issues + Opportunities
- 51 CHAPTER 4 | COMMUNITY VISION
Values + Principles | Goals + Strategies | Sub-Area Goals + Fairview Guidemap
- 63 CHAPTER 5 | PLAN IMPLEMENTATION
Implementation Table with Next Steps | Land Use Plan Map | Fairview Mixed-Use Corridor Defined

LIST OF APPENDICES

- Appendix A | Overlay Districts | Sample Design Guidelines | Title 21
Appendix B | Fairview Economic Revitalization Plan
Appendix C | Assembly Ordinance 2014-108
Appendix D | City of Cincinnati ~ *Connect the Blocks*
Appendix E | E-Plan Seward to Glenn Highways Graphic

ATTACHMENT POCKET

- Large Format: Fairview Guidemap | Fairview Neighborhood planning area Land Use Plan Map

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EXECUTIVE SUMMARY

The Fairview community has been working together for over 20 years to create a true winter city neighborhood plan. This document contains the background information, documentation of existing conditions, and details on Plan goals and implementation. Fairview residents, the Fairview Community Council and the Fairview Business Association envision a vibrant Fairview community that embraces the sub-arctic winter environment, anchored by a strong job-providing commercial sector, a walkable main street with mixed-use development, world-class neighborhood public schools, and a safe, stable and diverse residential area. This will lead to a community with a strong positive image, both for Fairview residents and businesses, and for prospective visitors and investors. This vision includes the redevelopment or rebuilding of dilapidated structures, infilling of vacant properties, winter-wise design approaches to new construction, designing and building transportation infrastructure that is more business and resident friendly, recognizing the unique context of an urban core area, training of competent workers for relevant jobs, promoting a civic and personal commitment to life-long learning and community engagement, and minimizing the negative impact of chronic public inebriates on the business and residential community. The implementation chapter is broad enough to provide guidance towards this vision for the next 10-15 years, while still providing project-level detail for the specific next steps that will help community members achieve shared goals.



Fairview Public Utility District
1954



Chronic Inebriate Workshop 2008



Housing in Fairview



Fairview Block Party 2013

PRIORITIES OF THE PLAN

The top five priorities for this plan are:

I. TRANSPORTATION

Resolution of long-standing transportation system impacts: The lack of coordination and clarity on the future of the Seward Highway, Glenn Highway, and Knik Arm Crossing has resulted in a flight of capital from Fairview's core. This plan calls for a resolution of the transportation, land use, and planning issues related to this corridor to enable the redevelopment of Gambell Street, amenities that would enhance the community and encourage investment, and provide clarity for property owners as to the future of their lands. Funding and implementation of the Gambell Street Redevelopment Project will enable these goals. Secondly, consolidation of the Glenn and Seward highway connection into one project that would receive funding to finalize the corridor study and Environmental Impact Statement to facilitate the identification of required mitigation, and enable the preliminary design process to move forward. Finally, by having the State of Alaska make this corridor its top priority, this vital connector can be planned, funded and improved to the extent that is required for future growth in the fastest growing area of the State.

II. LAND USE DEVELOPMENT

Fairview Mixed-Use Corridor: Identify, fund and negotiate appropriate tax incentives to encourage investment in the corridor. Begin a public process for essential rezones, overlay district definition, and clarification of public/private partnership funding.

III. NEIGHBORHOOD MOBILITY

Pedestrian Safety Enhancements: Fund and construct, or manage improvements to the pedestrian network including snow removal and ADA compliance elements. Fairview has one of the highest proportions of pedestrian use, and is one of the most dangerous areas to walk, bike or use a wheelchair. Federal, State and local funding must meet the demand for pedestrian safety.

IV. SOCIAL SERVICE

Chronic Public Inebriates: Fairview has been trying to change the way that the State and Municipality deals with habitual users of social services.

Access to alcohol must be denied to this element of the Anchorage community, and resources must be dedicated for counseling, job training and creation, and adequate housing must be found to assist these sorely under-served residents of our community. This is not just a Fairview neighborhood issue but an Anchorage and Alaska issue that must be addressed. Fairview has been leading the charge and needs assistance to bring about much-needed success. This plan also calls for disbursing services throughout the Anchorage Bowl, so that the problem is not concentrated to the point of unmanageability.

V. TRAILS AND RECREATION

Trail and Recreation Amenities and Access: Fairview is a highly desirable neighborhood with access to the Chester Creek and Ship Creek Trail Systems. However, that access is limited by missing or poor pedestrian facilities and the proximity to overflowing social service sites. Additionally, the Fairview Recreation Center is host to hundreds of school-age children on a weekly basis at our deteriorating and inadequate recreation facility. Funding must be prioritized to support this important community center through maintenance and renovations, and programming needs reinstated to engage the community's youth. These children and youth are the future of Anchorage, and the State of Alaska.

The Fairview Neighborhood Plan includes two main products:

- This document, the Fairview Neighborhood Plan, includes all required elements for Neighborhood Plan per Municipal Ordinance 21.05.155, and Municipal Resolution AR No. 2006-42(S), including the details of the plan, planning process, community vision and implementation strategies, and the Land Use Plan Map.
- The Fairview Neighborhood Plan Guidemap noted in Chapter 4 summarizes key plan recommendations. Community members can use the Guidemap for easy reference and policy makers who want a quick look at Fairview's plan for the future.

PURPOSES OF THE PLAN

1. To establish development goals for the neighborhood of Fairview following the process outlined in Anchorage Municipal Code 21.05.155.
2. Provide background and justification for future changes to zoning, land use map adjustments and related development or planning actions.
3. Endorse and incorporate the goals and strategies of *Anchorage 2020*¹, Fairview Economic Revitalization Plan, Gambell Street Redevelopment Plan and the Anchorage Original Neighborhoods Historic Preservation Plan.
4. Outline implementation strategies and actions to assist the Fairview Community in achieving their common vision and reaching its goals for the future.
5. Obtain approval by the Anchorage Planning and Zoning Commission and Anchorage Municipal Assembly.

PUBLIC PROCESS OVERVIEW

Fairview Community Council contracted Agnew::Beck to distill and refine the 2009 Draft Fairview Community Plan (from here on 2009 Draft Plan). The 2009 Draft Plan was the culmination of a multi-year planning process reflecting the input of the community over many well-attended meetings. The adopted 2014 Fairview Neighborhood Plan builds from that foundational document and effort, and also includes public input and the goals and strategies from more recent planning efforts. These include the Fairview Business Association's 2013 Economic Revitalization Plan, the Anchorage Original Neighborhoods Historic Preservation Plan (hereafter Historic Preservation Plan) and the Gambell Street Redevelopment Plan. This document also incorporates the Municipal planning department's review of the 2009 Draft Plan, including improved documentation of the linkage between this plan and other municipal-wide plans, and inclusion of a recommended land use plan map.

Agnew::Beck and the Fairview Community Council worked closely with neighborhood organizations, the municipal Long-Range Planning Section, and the Anchorage Planning and Zoning Commission to finalize the Plan. Agnew::Beck updated data that were included in the 2009 Draft Plan existing conditions sections, and incorporated results of previous and concurrent planning processes.

¹ This plan does not supersede the recommendations of *Anchorage 2020*.

During the summer 2013 annual Fairview Block Party, between 80 and 100 people engaged with the Community Council's booth on the neighborhood plan and over 40 people contributed their specific ideas. The planning team distributed an online survey, to which 26 people responded. A working draft was circulated to interested members of the public, and Fairview Community Council list serv at: <http://communitycouncils.org/servlet/content/14.html> in advance of the October Community Council meeting.

The October 2013 Community Council meeting offered an opportunity for the public to discuss the revised plan. This Plan meets the expectations of the Anchorage Planning and Zoning Commission, the Anchorage Assembly and the community as a whole by providing a broad vision and specific strategies to guide the community forward.

ORGANIZATION OF THE PLAN

The Plan is organized in the following way:

- Chapter 1: Introduction. Provides an overview of the Fairview Community Council planning area, relationship to existing plans in context to the overall Anchorage area, and a community overview and history.
- Chapter 2: Existing Conditions. Describes the neighborhood character, demographics, economics, land use, land ownership, infrastructure, public facilities, transportation, parks and open space, and natural environment.
- Chapter 3: Public Process. Outlines the public process, and issues and opportunities identified by the community.
- Chapter 4: Community Vision. Includes the Fairview Neighborhood Plan Guidemap, the overarching vision of the community, including the nine goals listed below, and the strategies to achieve these goals:
 1. Leverage what we have.
 2. Protect and improve neighborhood character.
 3. Connect people to places (jobs, businesses, schools, parks.)

4. Create incentives for economic development.
 5. Foster clean, safe, positive streets and sidewalks.
 6. Maintain green space – from the front yard to community parks.
 7. Create a more livable winter city neighborhood.
 8. 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.
 9. Create increased opportunities for civic engagement by the citizenry.
- Chapter 5: Implementation. Presents the implementation table that identifies responsible parties, priority level, and next steps for plan recommendations along with the proposed land use plan map and special area designation of the Fairview Mixed-use Corridor.
 - Chapter 6: Overlay Districts, Design Guidelines and Title 21 implications for community review of projects. This chapter includes a description of the four overlay district areas that have a distinct characteristic and goals related to these areas. In these four areas there is the potential for zoning changes that could encourage development through a clear and straightforward entitlement process that supports the goals and objectives of this plan. The specific intent for each of the overlay districts is developed to support the long-term and sustainable progression of the Fairview neighborhood.

I:: INTRODUCTION

PLANNING AREA BOUNDARY²

Fairview is located east and southeast of Downtown Anchorage. It is bordered by Merrill Field and Sitka Street Park to the east, Chester Creek Greenbelt south, North Star neighborhood to the southwest, the South Addition and Downtown neighborhoods to the west and the extends north to the Ship Creek Greenbelt.

The Community Council boundaries are irregular, but the extremes align along East 1st Avenue on the north, Sitka Street (through Merrill Field) to the east, Chester Creek to the south, and C and Cordova streets to the west. Primary thoroughfares include Gambell Street (southbound) and Ingra Street (northbound), which connect to the Glenn Highway to the north and New Seward Highway to the south, as well as East 15th Street and the 5th and 6th Avenue couplet (east-westbound).

The community council neighborhood³ features an orthogonal street grid, though some street intersections on the east side of the neighborhood have been partially blocked in an effort to calm through-traffic and some street links in West Fairview are not constructed due to topography. The area is generally flat, though a bluff at East 15th Terrace drops down to East 16th Avenue west of Gambell Street, and another bluff are located at approximately East 16th Avenue east of Ingra Street. Few vacant lots remain in the area.

Figure 1 depicts the Fairview Community Council boundary with respect to the Anchorage Bowl area and adjoining neighborhoods.

² *Anchorage Original Neighborhoods Historic Preservation Plan.*

³ Council boundaries were altered (reduced) between the 2000 and 2010 Census. North Star took the area south of Chester Creek, South Addition took most of the area between C Street and Cordova Street, and Downtown took the area from Cordova east to Gambell Street. Census data provided in this chapter reflects the changes in population and housing found within the current boundaries.

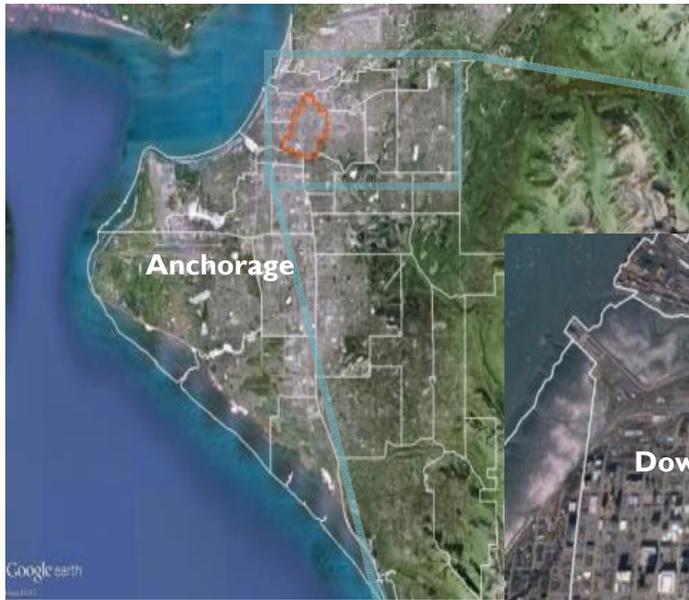


Figure 1: Fairview Community Council Boundary -----



RELATIONSHIP TO ANCHORAGE 2020⁴

The vision for Fairview follows the general direction for this area outlined in the *Anchorage 2020*. Relevant extracts from that document are presented below:

- Redevelopment of unused and partially developed parcels and obsolete buildings becomes more economically feasible as Anchorage's vacant land base shrinks. Infill, rehabilitation, and redevelopment will reshape and modernize older areas so they can better meet future needs for housing and other uses and activities.
- Neighborhoods and subareas in and around Downtown/Midtown are targeted for public/private reinvestment.
- Design standards mitigate impacts of higher densities and address architectural compatibility.
- Provide incentives for lot consolidation in infill/redevelopment to improve design and compatibility of housing.
- Avoid incompatible uses adjoining one another.
- Northwest subareas (including Fairview). This area has the greatest growth potential for renewal and redevelopment. This area has the most multi-family housing, with high occupancy rates by seniors, non-family households and single people. There are also some thriving older single-family neighborhoods. In general vacant and older or under-used residential and commercial properties are targeted for redevelopment.
- Utilities shall be located and designed with balanced regard for the environment, energy conservation, reliability, visual impacts, natural hazard survivability and cost.

The Fairview Neighborhood Plan is consistent with the Preferred Scenario adopted by the community *Anchorage 2020—Anchorage Bowl Comprehensive Plan (Anchorage 2020)*. In fact, when the Fairview Neighborhood Plan is implemented, it will help Anchorage reach many of the goals articulated in *Anchorage 2020*.

⁴ Fairview Economic Revitalization Plan - 2013

The Anchorage 2020 Preferred Scenario identifies the priorities for Downtown/Midtown (including Fairview) in the following relevant passage:

Issue #1 Downtown/Midtown

“These are areas where most of Anchorage’s work places, civic and cultural buildings, and the busiest transportation corridors are located. There are significant opportunities for further development in these areas, including commercial and residential redevelopment. The continued success of Downtown/Midtown will affect Anchorage’s long-term economic vitality and the quality of life for all its residents. A dynamic and active set of policies will be required to realize these changes.” How Anchorage 2020 Addresses Downtown/Midtown with respect to the Fairview Neighborhood:

- Downtown/Midtown areas evolve to more intensive urban centers, with core office, business, arts and cultural facilities and activities.
- Downtown connects to a redeveloped and revitalized Ship Creek area
- Higher residential densities and compatible, pedestrian-oriented mixed land uses are promoted.
- Infill and redevelopment gradually revitalize older areas and bring more residents to Downtown/Midtown neighborhoods.
- Unique architecture and site design standards and incentives improve the appearance and function of Downtown/Midtown
- A multi-choice transportation system is provided.



Housing in Fairview



Fairview Alley



Gambell Street in Fairview



Fairview Lion's Park

RELATIONSHIP TO EXISTING PLANS + POLICIES

In addition to working with the directives of *Anchorage 2020*, the Fairview Community Council has been involved in many more recent and on-going planning processes that affect the neighborhood. Building from the 2009 Draft Fairview Community Plan, ideas, plans, and text were directly incorporated from the 2013 Fairview Community Council Economic Revitalization Plan, the *Anchorage Original Neighborhoods Historic Preservation Plan*, and other plans. The table below summarizes the impacts and proposals that relate to the recommendations of the 2014 Fairview Neighborhood Plan.

Table 1: Relevant Plans and Planning Processes

Name	Relevance to Fairview Neighborhood Plan
2035 Metropolitan Transportation Plan (2012)	Public transit: 7-10 residential units and 25 employees per acre for frequent public transit; twice for premium service (i.e., rail). Recommendation of a new ramp to a new freeway that connects Seward and Gambell Hwy at the Gambell-Ingra couplet and Phase II of the Knik Arm Crossing, extension of the Ingra-Gambell couplet to the Government Hill tunnel (page 5-55). Projects: #201 Seward/Glenn Hwy Connection, Chester Creek to Airport Heights Drive; #209 A-C Couple Restripe; # 213 Ingra-Gambell Couplet Extension 3rd Ave to Whitney Road; #513 10th Ave P Street to Medfra Bicycle Boulevard; #515 C Street O'Malley Rd to 10th Ave Bicycle Lanes; #531 A Street Fireweed Lane north to 13th Construction of missing sidewalk; #538 Chester Creek Trail Goose Lake to Westchester trail widening; #541 Ingra-Gambell Couplet Reconnaissance pedestrian safety study; # 576 Fairview Pedestrian Safety Study.
Anchorage Bicycle Plan (2010)	Identified a special study area for Fairview. Calls for east-west and north-south connections through Fairview. See map that follows.
Anchorage Bowl Park, Natural Resource and Recreation Facility Plan (2006)	Fairview is deficient in neighborhood use parks. Plan suggests developing school-park joint facilities at Fairview Elementary and completing 5th and 6th Avenue improvements east from C Street to Ingra. Plan also calls for improvements to the Fairview Rec Center and Chester Creek Sports Complex facilities including the Charles Smith Park (develop play area, picnic area, playfield, and parking.)
Anchorage Downtown Comprehensive Plan (2007)	Goals emphasize connectivity, more housing, public sector investment to catalyze private development and a clear regulatory framework. Strategies include a bike/pedestrian connection along 4th, 9th and Cordova (connecting to Ship Creek Trail). Zones "downtown mixed use" for three blocks north and two blocks east of the Memorial Cemetery (page 48), conversion of 5th to two-way traffic and a "Downtown circulator."
Anchorage Pedestrian Plan (2007)	Identified a special study area for Fairview. Calls for east-west and north-south connections through Fairview. See map below.
Chester Creek Sports Complex Master Plan Update (2006)	See more recent plan for update.

Name	Relevance to Fairview Neighborhood Plan
Chester Creek Sports Complex Parking Area and Mulcahy Stadium Reconstruction Concept Report (2013)	Impact on neighborhood results mostly from changes to parking and traffic flow. Proposals such as widening 16th, rearranging lots and facilities, adding new streets and/or parking structures. Plan is in conceptual stage with five alternatives - "competition", "recreation" (includes street next to greenbelt), "improve traffic flow", UAA sports addition, incl. parking garage on west of Gambell (different than GSRP), "Public-private partnership" with garage to north east across Gambell;
Fairview Business Survey	Incorporated into the Fairview Economic Revitalization Plan.
Fairview Community Council Community Draft Plan (2009)	Incorporated into this 2014 Fairview Neighborhood Plan.
Preliminary findings from Highway to Highway Environmental Impact Study (2011)	Noise levels documented in excess of 65 decibels (dB) along Gambell and Ingra Streets.
Fairview Community Council Draft Economic Revitalization Plan (2013)	Incorporated into 2013 Fairview Neighborhood Plan, with full Revitalization Plan included in Appendix A. Many of the strategies that promote economic development are also good for the residents. Highlights include: concentrating mixed-use, higher density development in the Gambell-Ingra Corridor; a municipal tax abatement policy, a coordinated program for addressing chronic public inebriates, a comprehensive approach towards utilities improvements; extending the parking waiver to promote commercial infill, workforce development strategies and marketing Fairview as a place to do business.
Gambell Street Redevelopment Plan (2013)	Incorporated into and endorsed by this plan. Primary recommendation is to reduce Gambell Street from 4 to 3 lanes from 3 rd Avenue to 15 th Avenue with future conversion to two-way local main street upon completion of the Seward to Glenn highways (formerly Highway – 2- Highway) connection.
Anchorage Original Neighborhoods Historic Preservation Plan (HPP) (2013)	Major goals included adopt the 2009 Draft Community Plan, preserve historic properties, identify opportunities to highlight Fairview's African American history, restore small business corridors, overcome past land-use and transportation decisions, and improve walkability and easy access to Downtown, interpret history and culture, land marks to save and maintain housing affordability in order to preserve Fairview's demographic composition, building stock, and character. Additionally the plan called for tools to determine mitigation for large infrastructure projects. This process helped residents identify several goals for Fairview that were not specific to historic preservation and have been incorporated. HPP has four recommended historic districts in Fairview.
Merrill Field Airport Master Plan Update and Noise Study (2013)	The airport has commissioned a noise study, which was published December 2013. Exploring options for addressing noise will be a part of the plan. Safety is always a part of the plan, which includes evaluating the airport's built environment against FAA standards to identify if capital improvements are warranted.
Ship Creek Framework Plan – adopted November 2014	Planning boundary extends into northern Fairview Community Council. Initial alternatives included a signature bridge to the Gambell-Ingra couplet.

FAIRVIEW HISTORY⁵

EARLY HISTORY

The Fairview Community Council consists of two additions to the Original 1916 Anchorage Townsite: the East Addition (east of Cordova Street and bounded by 9th Avenue on the South) and the Third Addition (south to 16th Avenue). The East Addition consisted of three types of lots: “townsite” sized lots (50 by 140 feet), one-acre lots, and five-acre lots. The townsite-sized lots adjoined the original townsite; the others were farther removed with all five-acre lots located east of Gambell Street. The differences in the original lot size tended to shape the land use patterns of the area. Close to town, the small lots were developed similarly to townsite lots. The one-acre lots were subdivided in very small parcels or developed with larger buildings. Where five-acre lots originally existed, the use of large parcels is still maintained, primarily by auto dealerships (“Patterns of the Past,” MOA, Michael Carberry).

Tomas S. Bevers was a 1930s real estate developer who was instrumental in developing what is now known as Fairview Subdivision in Anchorage. He served on the City Council for six years and was the driving force in the development of Merrill Field, our first municipal airport. By 1929 both Anchorage and its aviation demands were growing so rapidly that the golf course/park strip could no longer safely accommodate the aviation needs of the city. The park strip was being surrounded by residential development. This created numerous conflicts with the surface traffic, power poles and the activities of the local population. This also created the demand to relocate the landing facilities. A petition was circulated requesting the acquisition of land and matching city funds to construct a suitable new landing strip for Anchorage.



Gambell Street 1950s

⁵ Draft 2009 Fairview Community Plan.

The City purchased portions of two homesteads, and President Wilson released the remainder of the land for aviation purposes. Aviation Field was cleared, plowed, and available for use by August 1929. The Anchorage Woman's Club pushed a resolution to name "Aviation Field" in honor of the late Russell Hyde Merrill. This resolution passed and on April 2, 1930, Merrill Field received its current name. By the summer of 1931, aircraft operators were advised to discontinue use of the Park Strip. Merrill Field was the new aviation facility for Anchorage.

ANCHORAGE MEMORIAL PARK CEMETERY

The Anchorage Memorial Park Cemetery, located between 6th and 9th Avenues and Fairbanks and President Woodrow Wilson originally established Cordova Streets as the Cemetery Reserve in 1915, coincident with the federal survey of the original Anchorage Townsite. Through the years, the cemetery has undergone many changes. In 1951, a portion of the original Cemetery Reserve was conditionally sold to the Alaska Housing Authority for public housing in the form of the Willow Park Apartments. Subsequently, the Willow Park Apartments were razed in 1991, and the lands reverted to the Municipality of Anchorage and ultimately back to the Cemetery. This land is now the "new" cemetery grounds and has added 4,690 graves to the existing 12,835. On April 26, 1993, the Anchorage Memorial Park Cemetery was listed on the National Register of Historic Places.

POST WORLD WAR II GROWTH

Anchorage experienced a major growth spurt after World War II. The construction of Fort Richardson and later Elmendorf Air Force Base (now Joint Base Elmendorf-Richardson) on the bluff north of Ship Creek, and continued military build-up after the war resulted in a population boom; from 4,000 in 1940 to 44,000 in 1960. The first annexation of a suburban area - South Addition - occurred in 1945, and the first zoning ordinance was enacted in 1946.

As the federal government expanded its presence, demand grew for development of the platted lots in the Third Addition. The residential city continued to spread south and east.

Fairview became an established community after World War II as veterans built homes and started small businesses in the area. Gambell Street was the easternmost north/south route out of town and provided a connection to many of the homesteads in the lower half of the Anchorage Bowl.

It took on a Main Street feel as abutting lots were developed for commercial purposes. Many local entrepreneurs started their enterprises in the area including the first store of the Carrs Grocery Chain. The Lucky Wishbone opened in 1955 at Fifth Avenue and Karluk Street.

The citizens of the Fairview Public Utility District were an independent and self-sufficient group and liked the idea of being beyond the City limits in the “boondocks.” South of 16th Avenue were the old Smith and White Homesteads. The White homestead came to be the site of East Chester Flats, an eclectic mix of individuals, dwellings and activities that was transformed by urban renewal efforts in the 1960s.

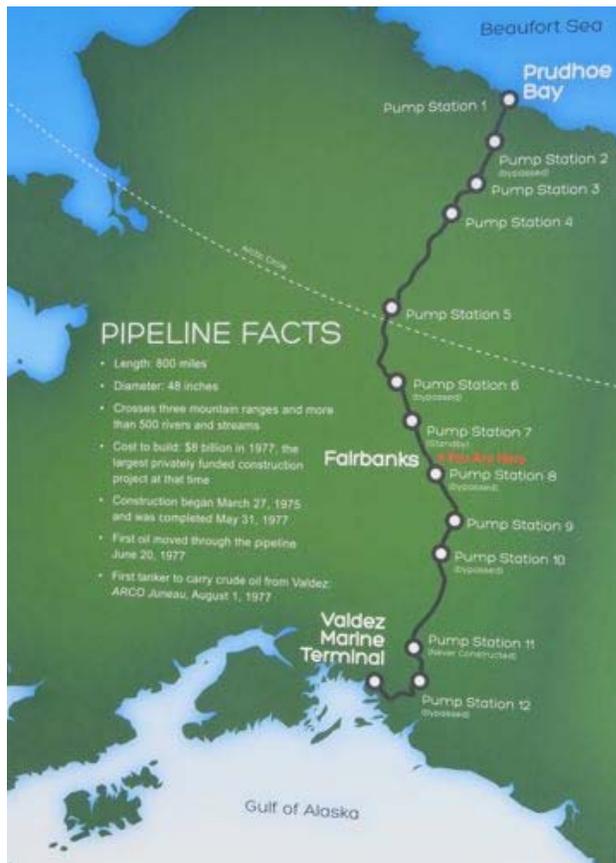


First Carrs Market on Gambell Street 1950s

As the area population increased and community growth placed increasing demands on basic services, civic leaders began advocating for consolidation. There was a great deal of resistance from Fairview property owners. They took the forced consolidation of Fairview into the City to the highest possible courts but were eventually forced to accept merger with the City of Anchorage. The Greater Anchorage Area Borough (GAAB) was incorporated on January 1, 1964. The scarcity of housing during this period of population growth caused city leaders to respond to developer desire to take advantage of new-to-Alaska workers. The new Greater Anchorage Area Borough enacted interim zoning regulations for all areas outside the City on June 7, 1965, and final zoning regulations four years later. The small lots and homesteads of Fairview were zoned to allow for medium to high-density residential development. Over time, these land use policies resulted in a significant change in the character of the Fairview area.

OIL YEARS

The discovery of oil at Prudhoe Bay in 1968 resulted in another boom for Anchorage, which became regional headquarters to the oil companies. Between 1970 and 1980, the population grew from 48,000 to 174,000 and the City of Anchorage consolidated with the surrounding borough.



The Municipality of Anchorage was formed by the “unification” of the GAAB, the cities of Anchorage, Basher, and Girdwood, and Spenard Public Utility District No. 1 on September 16, 1975. The zoning regulations of the Borough continued in force until Title 21 of the Municipal Code replaced them on November 22, 1977.

Beginning in the spring of 1974, pipeline workers began entering the state. At peak construction, more than 28,000 workers were drawing pipeline wages. Housing was at a premium and large numbers of rental units were constructed to satisfy the demand associated with the pipeline boom. The majority of Anchorage’s housing stock was built between 1970 and 1986. The Anchorage economy experienced a significant downturn with the dramatic 1986 drop in oil prices.

The significant number of four-plexes built during the seventy and eighties to provide affordable housing were severely impacted by the recession of the late eighties when the price of oil collapsed. Vacancy rates reached 26% in 1989 and landlords were desperate to find renters. Absentee property owners contributed to a negative situation. Tenant screening was a low priority as cash flow took precedence over civic responsibility. Many people with very low incomes came into the area. There was a notable increase in “undesirables” on neighborhood streets and sidewalks, including public inebriates and people engaging in illegal activities.

THE NEW MILLENIUM

In recent years, Fairview has taken a more proactive role in guiding its future. Like many older urban districts around the U.S., Fairview is working to retain what is best about the neighborhood, take full advantage of the district's strengths, and respond to growth and change with a well thought out plan.



AN ACTIVE COMMUNITY COUNCIL

The Fairview Community Council has initiated, sustained, and led several successful efforts:

- Fairview Community Patrol
- Block Watchers
- Fairview Sub-Area Transportation Study
- 15th Avenue Project
- Reconstruction of Denali Elementary and Fairview Elementary schools
- Community Action Policing
- Park improvements
- Chronic Public Inebriates Initiative
- 13th Avenue Pedestrian lighting
- Fairview's Future Image ~ Children Successful In School ~ A Fairview Community 1997 Compass Action Plan
- Fairview Education Summit
- The community effort to close the Nevada Tavern

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2:: EXISTING CONDITIONS

NEIGHBORHOOD CHARACTER

One of Fairview's greatest assets is its neighborhood character. The traditional grid pattern of the streets, the alleyways, and sidewalk-lined avenues; mature trees, World War II-era cottages and log cabins, and its diverse mix of residents make Fairview a unique Anchorage neighborhood.



*“Fairview's strategic location between downtown and midtown is its greatest asset.”**



*“This has potential to be the best place in town!”**



*Quotes presented here and elsewhere in the text are statements made at public meetings and during the planning project survey.

DEMOGRAPHIC PROFILE – WHO LIVES IN FAIRVIEW?

In 2010, Fairview was home to 8,487 people, a 13% increase from 2000. The number of households has also increased by 9%. Household size also increased slightly from 2.35 to 2.45 people. More growth occurred in renter-occupied units (10%) than in owner-occupied units (2%). The number of vacant housing units also decreased from 412 to 314 vacant units, or a 24% decrease in vacancy. The population in group quarters has increased 59%, up to 1,164 in 2010.

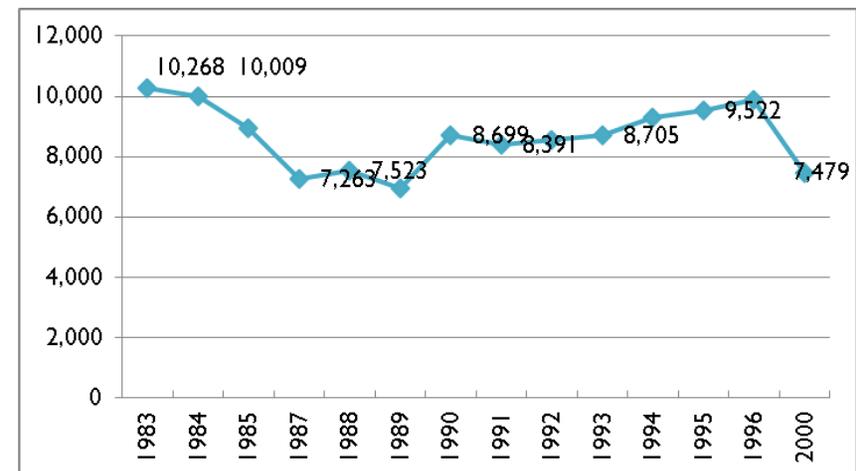
Fairview is a diverse neighborhood. No one ethnic group makes up a majority of the population. About 40% of Fairview residents are white; 15% are Alaska Native; 12% are Black; and less than 10% are Asian, Pacific Islander, or two or more races. People who identify themselves as Hispanic can be any race, and they make up 10% of the population.

Table 2: Ethnicity in Fairview

Ethnicity	2010
Hispanic	788
White	3,468
Black	1,063
Alaska Native	1,273
Asian	668
Pacific Islander	506
Other	17
Two or More Races	704
Total Population	8,487

Source: ML&P Community Indicators Report (A::B), 2010 Census data

Figure 2: Fairview population change over time



Source: Anchorage Indicators Neighborhood Sourcebook (U.S. Bureau of the Census Block Data compiled by Susan Fison, Fison and Associates.) U.S. Census for 1960, 1970, 1980 & 1990; others are estimates made by the Municipality of Anchorage, Community Development Department.

“As it is, our neighborhood school rates really low by all accounts I can find. It makes me think we’ll need to send kids outside of our neighborhood for school when we have them. However, I’d rather walk kids down the street to a neighborhood school.”

“Fairview Elementary needs a new concept.”

“Turn Fairview Elementary into a magnet school for arts and music.”

Table 3: Population and Housing in Fairview

Item	2000	2010	Percent change
Population	7,479	8,487	13%
Households	3,189	3,465	9%
People per household	2.35	2.45	
Population in group quarters	730	1,164	59%
Population in families	4,139	4,634	12%
Total Housing Units	3601	3,779	5%
Occupied	3189	3,465	9%
Owner-occupied	572	586	2%
Percent owner-occupied	18%	17%	
Renter-occupied	2,617	2,879	10%
Percent renter-occupied	82%	83%	
Vacant	412	314	-24%

Source: 2000 data from Anchorage Indicators Neighborhood Sourcebook (U.S. Bureau of the Census Block Data compiled by Susan Fison, Fison and Associates from SF-1 data for 2000; 2010 data from ML&P Indicators Report by Agnew::Beck from U.S. Census Bureau 2010 block data.

The population age profile (**Table 4**) has also changed in the last decade. Young adults have increased in Fairview. In 2000, there were 2,002 people aged 20-34. Ten years later there were 2,643 people in this age group, an increase of 32%. The 25-29 year old cohort grew even faster, jumping 46% between 2000 and 2010.

Young adults now make up 31% of the Fairview’s population. There has also been a 20% increase in children aged four and under. The only age groups that declined were those between 5 and 19 and 35 to 44. These data suggest that families with school age children have moved out or otherwise not chosen to live in the area; while young people – either those without children, or with very young children – are choosing to live in Fairview.

The younger senior population has also increased. The population aged 50-54 increased 46%; aged 55-59 increased by 70%, and aged 60-64 increased by 30%. The increase in the young adult and young senior population bodes well for Fairview. Young families are likely to make more investments in Fairview to make it a good place to raise their children. A place that is good for children benefits all residents. Similarly, young seniors are transitioning from full-time work to retirement and might have more time to dedicate to neighborhood volunteer efforts. They also have more disposable income to spend on neighborhood businesses and might not drive to spend money outside of the neighborhood.

Table 4: Fairview Population by Age Group

Age Category	2000	2010	Percent change
0-4	538	643	20%
5-9	522	501	-4%
9-14	420	405	-4%
15-19	483	419	-13%
20-24	708	935	32%
25-29	695	1,016	46%
30-34	619	692	12%
35-39	662	600	-9%
40-44	657	535	-19%
45-49	567	620	9%
50-54	404	588	46%
55-59	310	556	79%
60-64	228	311	36%
65+	666	666	0%
Total	7,479	8,487	13%

Source: 2000 data from Anchorage Indicators Neighborhood Sourcebook (U.S. Bureau of the Census Block Data compiled by Susan Fison, Fison and Associates from SF-1 data for 2000; 2010 data from ML&P Indicators Report by Agnew::Beck from U.S. Census Bureau 2010 block data.

EMPLOYMENT

Table 5: Fairview Community Council Work Area Profile, 2011

NAICS Industry Sector	Count	Share
Administration & Support, Waste Management and Remediation	1,162	21%
Health Care and Social Assistance	652	12%
Retail Trade	637	12%
Information	591	11%
Finance and Insurance	499	9%
Other Services (excluding Public Administration)	314	6%
Accommodation and Food Services	255	5%
Construction	236	4%
Wholesale Trade	230	4%
Public Administration	217	4%
Professional, Scientific, and Technical Services	213	4%
Manufacturing	101	2%
Real Estate and Rental and Leasing	103	2%
Transportation and Warehousing	48	1%
Mining, Quarrying, and Oil and Gas Extraction	44	1%
Educational Services	42	1%
Arts, Entertainment, and Recreation	37	1%
Management of Companies and Enterprises	27	1%
Agriculture, Forestry, Fishing and Hunting	18	0%
Utilities	9	0%
Total	5,435	

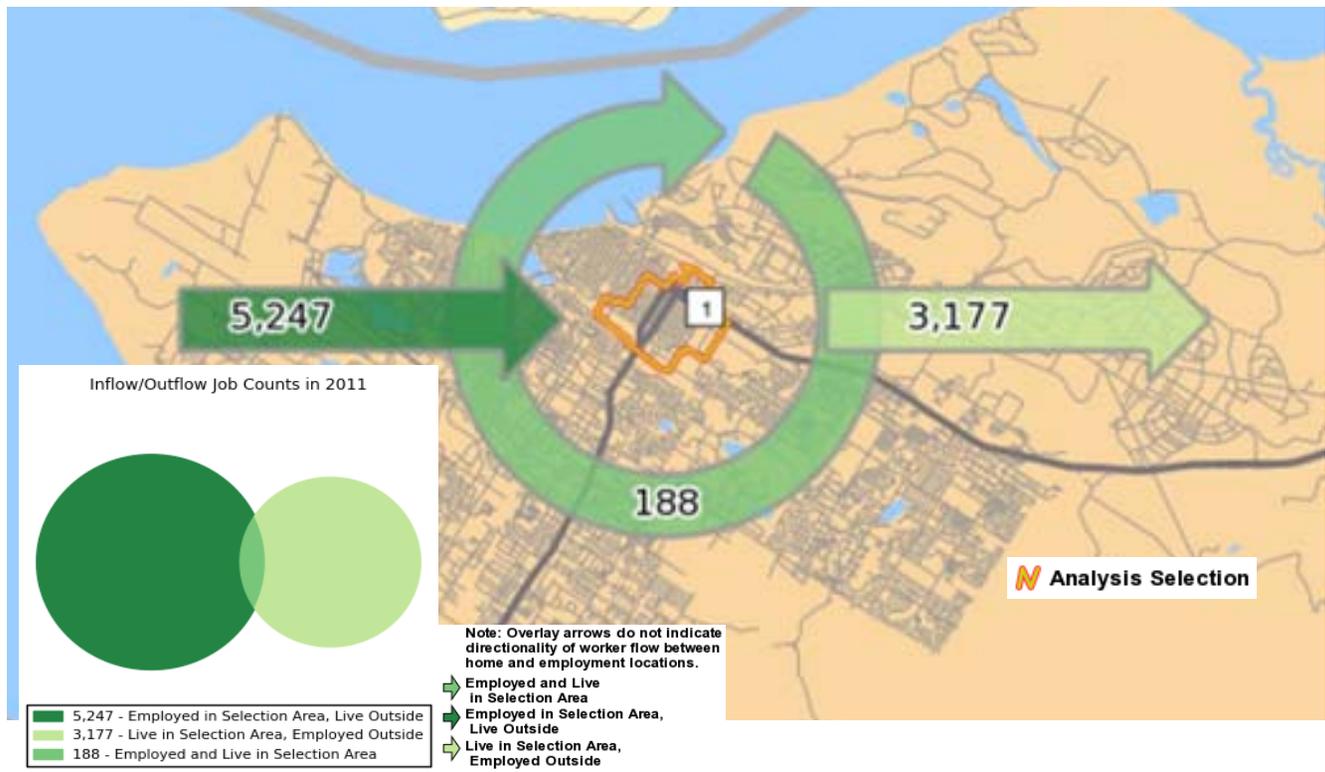
Table 6: Jobs by Earnings Categories

Earnings Categories	Fairview		Anchorage	
	Count	Share	Count	Share
\$1,250 per month or less	1,229	23%	30,155	20%
\$1,251 to \$3,333 per month	1,747	32%	49,553	32%
More than \$3,333 per month	2,459	45%	73,747	48%

Sources for Tables 5 and 6: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2011).

Fairview provides a primary source of employment for almost 5,000 people. The majority of workers are age 30-54. Almost half earn more than \$3,333 per month, while 17% earn less than \$1,250 per month. The occupations with the greatest number of workers in the area include retail, information, administration, finances and insurance and health care and social services. The vast majority of workers who are employed in Fairview live outside of community council boundaries. **Figure 3** shows that 5,247 people travel to Fairview for work, while 3,177 people leave Fairview for work in other places. This has implications not only for transportation planning but also retail and commercial business success.

Figure 3: Fairview Job inflow/outflow count 2011

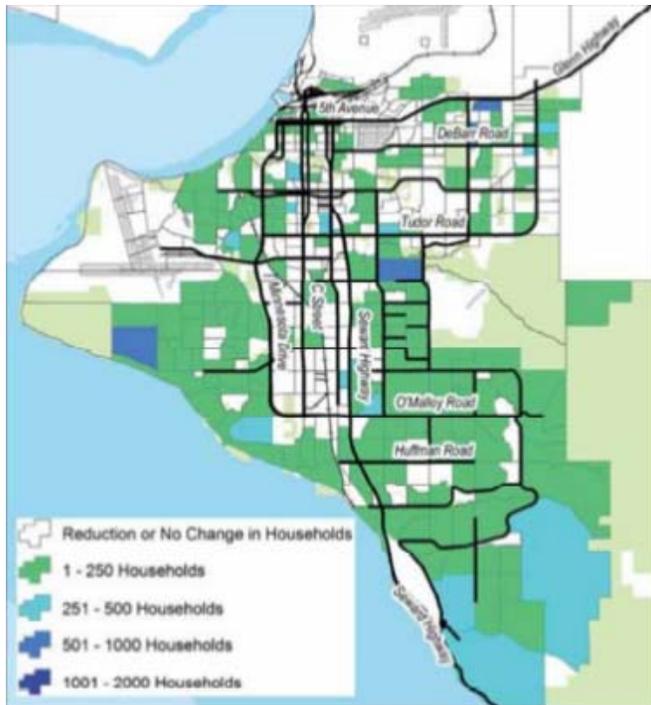


Source: U.S. Census Bureau. 2013. OnTheMap Application. Longitudinal-Employer Household Dynamics Program.

POPULATION PROJECTIONS

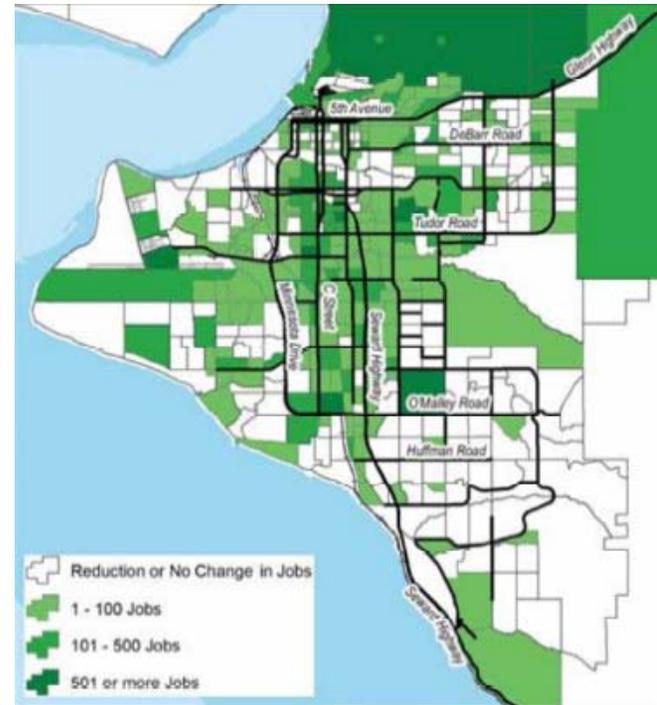
Anchorage's population is increasing at a rate of 1.2% per year.⁶ Fairview is projected to have moderate growth of 1-250 households east of Gambell-Ingra and a reduction or no change in households in other neighborhood areas. Jobs are projected to increase along the two commercial corridors of Gambell-Ingra and 5th and 6th.

Figure 4: Anchorage area population projections 2007-2035



Source: Gambell Street Redevelopment Plan Technical Memo # 2, page 30, CH2MHill/Kittleson & Associates, Inc.

Figure 5: Anchorage area employment projections 2007-2035



Source: Gambell Street Redevelopment Plan Technical Memo # 2, page 30, CH2MHill/Kittleson & Associates, Inc.

⁶ 2012 Anchorage Community Indicators, Anchorage Economic Development Corporation

LAND USE + LAND OWNERSHIP⁷

RESIDENTIAL HOUSING

In the early 2000s, growing market demand for single-family homes resulted in construction of a number of suburban style dwellings in both East and West Fairview. West Fairview consists of a mix of housing stock with single-family homes interspersed with medium-density condominiums. East Fairview also has a mix of housing types ranging from single-family homes to four-plexes with an occasional multi-unit apartment complex. Where the lots have been developed to a higher density, they usually consist of four-plexes. South Fairview below the bluff also consists of a mix of housing types. Ranch style single-family homes built in the 1960s are mixed in with four-plexes, medium density townhomes and higher intensity apartments.



OFFICE

The area west of A Street to C Street and from Chester Creek to 15th Avenue consists of three and four story office buildings.

RETAIL

The traditional business center of the Fairview community is located along Gambell Street between 5th and 16th Avenues. Most businesses have oriented themselves to the automobile.

“Maintain historical land uses, including areas with single family homes and duplexes. Steer high density housing to areas in need of redevelopment.”

“Selfishly, I'd also love to have a tea or coffee shop (with seating) that I could walk to.”

⁷ 2009 Draft Fairview Community Plan

The area is dominated by asphalt, concrete and visual clutter. The primary commercial land use within the business area is auto sales and services. These auto-oriented businesses are located to take advantage of the large volumes of regional trips using the 5th/6th and Gambell/Ingra Couplets. According to a 1999 Economic Revitalization report prepared by the Municipality of Anchorage, the Fairview Neighborhood Commercial District (Gambell/Ingra from 9th to 15th) was lacking in access to public transportation and eating establishments for employees and Sports Complex attendees, as well as a unique reason for people to come to the area.

INDUSTRIAL

There are two areas of industrial land use remaining in Fairview. A pocket of industrial land abuts Merrill Field in the northeast corner of East Fairview, due to the gradual annexation of industrial land by Merrill Field. The remaining industrial lots in this area have become isolated and out of sync with the prevailing residential character of the area. The Merrill Field Airport Master Plan recommends the systematic purchase of all properties on the east side of Orca and the lots turned eastward into the airport. The area north of 4th Avenue to Ship Creek is the other significant industrial land use zone.



Ship Creek Industrial Area

“The industrial zoning on Orca is misplaced and should be reconsidered, especially considering the difficulty of commercial access. The Merrill Field plan needs to reflect the fact that it is a neighborhood airport, and the interaction between the airport and neighborhood should be more inviting.”

INSTITUTIONAL

A number of institutional land uses, including the Anchorage Correctional Complex, exist in the Fairview community. Much of the institutional land is used for social support services, ranging from the Job Center at 4th Avenue and Gambell Street to the McKinnell Shelter for homeless families at 17th Avenue and A Street.

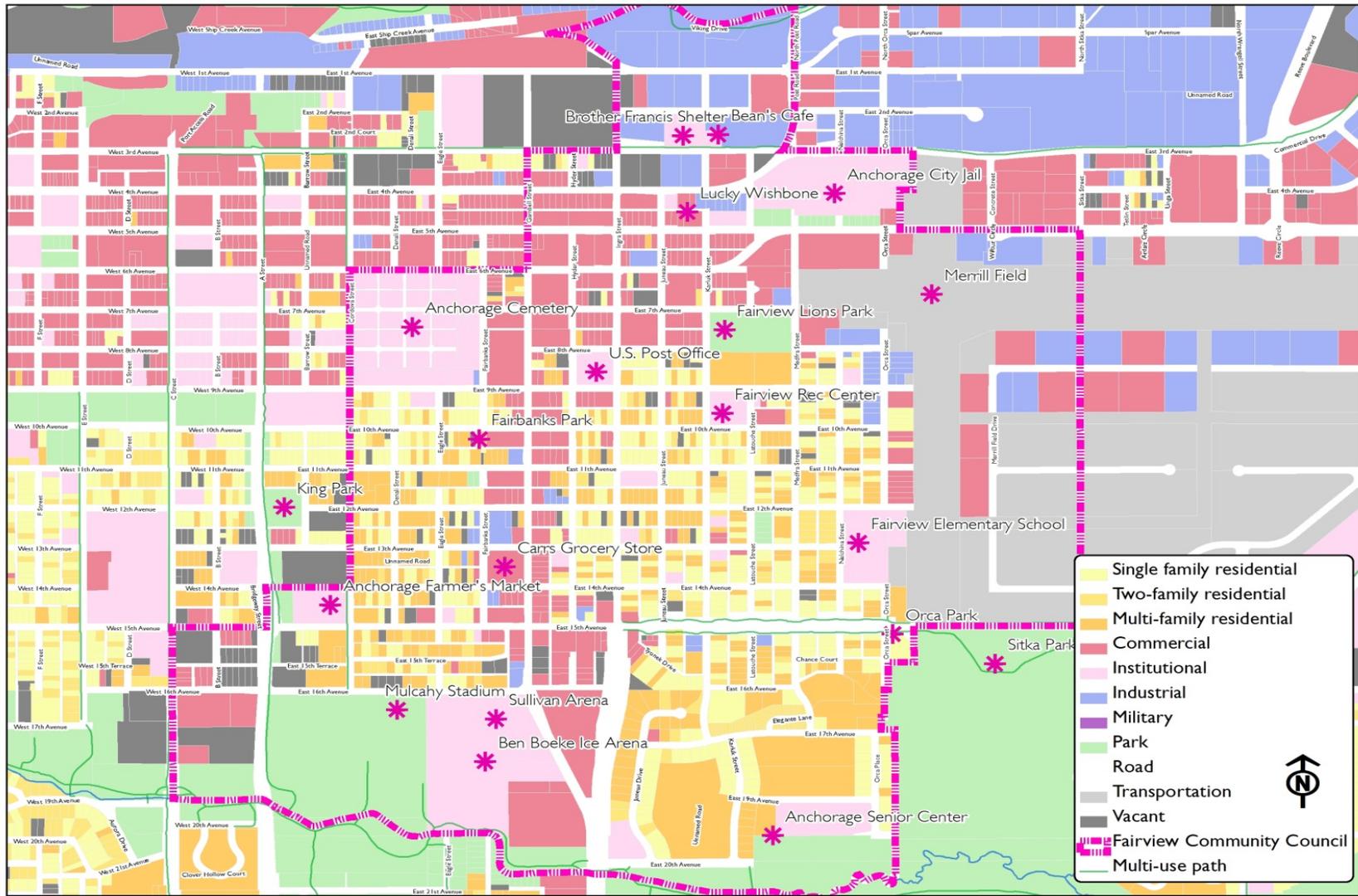
Services for homeless adults and those with substance abuse and related mental health issues are located in the northern part of Fairview, and services for the disabled, seniors, and homeless families in other parts. Community members have identified an unmet need for support services for families with children, which make up a large percentage of Fairview residents. There are currently 11 facilities for worship sited within the community.

Fairview's current pattern of development is shown in the existing land use and zoning maps which follow. There are 104 vacant parcels in Fairview totaling 28.7 acres. The sizes of vacant parcels range from .05 to 3.8 acres, with an average size of 0.27 acres.



Rural Cap – Gambell Street

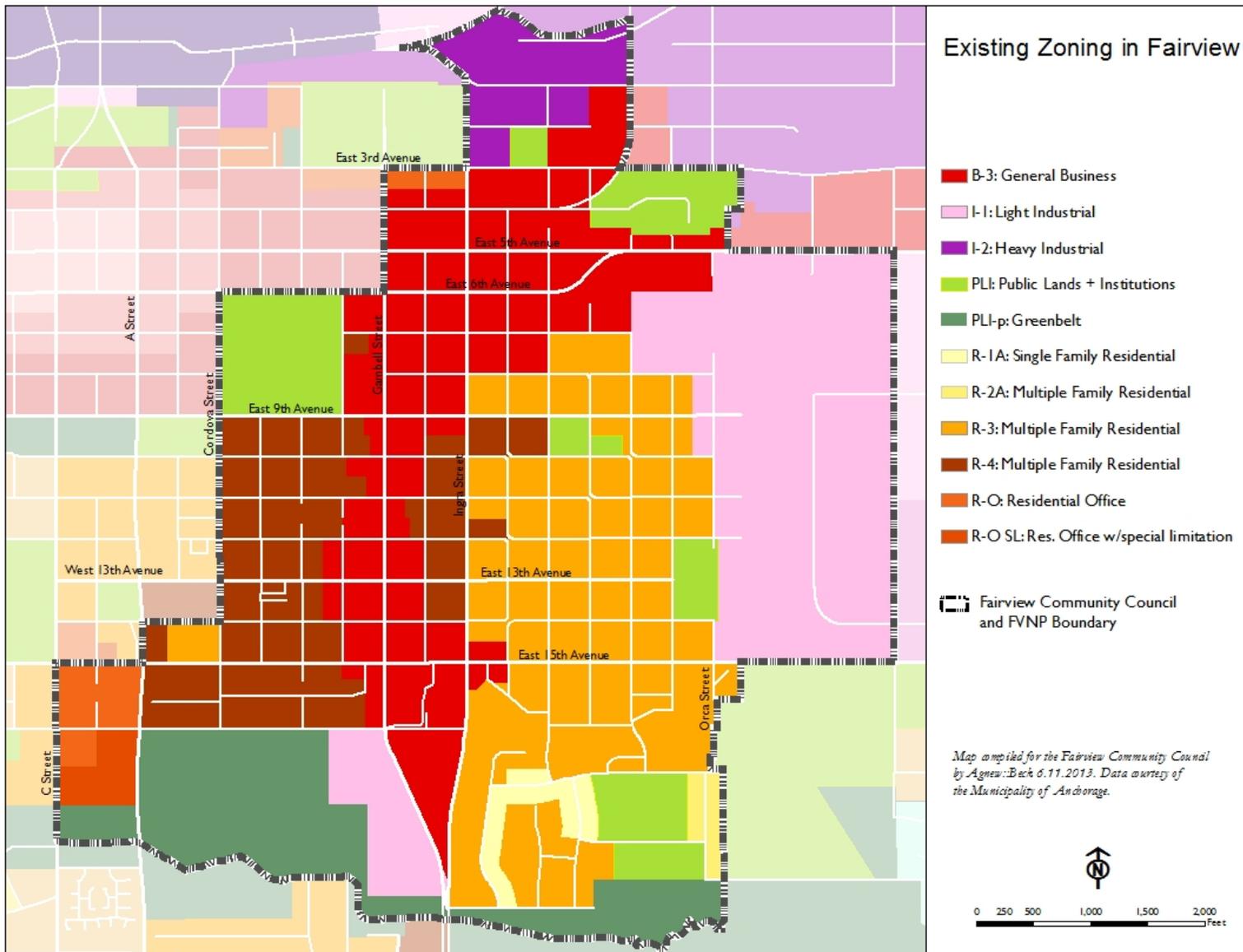
Figure 6: Existing Land Use in Fairview



Map compiled for the Fairview Community Council by Agnew::Beck 2/6/14. Data courtesy of the Municipality of Anchorage.



Figure 7: Zoning in Fairview as of 2013



INFRASTRUCTURE + PUBLIC SERVICES⁸

STREETSCAPE

Fairview's streets are laid out in a basic grid pattern. In West and South Fairview, some links in the grid are not connected due to the significant slopes. Grid street systems offer a number of advantages, as have been popularized by the "neo-traditional" city planning movement around the US. These include providing multiple routes for vehicles and pedestrians through the neighborhood and orienting buildings to squarely face the street, which gives the street a defined sense of space, and helps establish a sociable neighborhood feel.

The primary street cross-section consists of 60' right-of-way with sidewalks, rolled curb and asphalt. For example, the portions of Nelchina Street near Fairview Elementary School is curbed and guttered with a 3' grass separation to the sidewalk. Medfra Street has a similar design north of 15th Avenue. Most alleys have poor bases and have not been well maintained; this has left little height in the road prism that leads to ponding and rutting. Where the alleys are paved the difference is noticeable. They typically have good drainage and a much more attractive appearance. Alleys provide the chance to serve vehicles from the rear of lots, which can allow for higher densities without creating streetscapes dominated by garages.

Four-foot concrete sidewalks line most of the streets within the community. A systematic effort to identify areas poorly served by street lighting occurred in the early 1990s. As a result, the community is well served in terms of light pole placement. In addition, pedestrian scale lighting was installed along 13th Avenue between Cordova and Nelchina streets and along 15th Avenue east of Ingra Street. Utility poles are placed in the sidewalk rather than at the back edge creating problems with snow removal in the winter and presenting a hazard to safe pedestrian movement.



⁸ 2009 Draft Fairview Community Plan

In addition to its network of sidewalks, the Fairview community has good bicycle access with two greenbelt trail systems along the community's borders. South is the Chester Creek Greenbelt and trail, and on the north the Ship Creek Greenbelt and trail abuts the community. Karluk and Cordova Street are designated bike trails. The eastern section of 15th Avenue has separated multi-use paths on both sides of the road. A trail links 15th Avenue to Sitka Park.

PHYSICAL LANDMARKS AND SCENIC VIEWS

Fairview is sited on a geological bench consisting of good gravelly soils between the Chester Creek and Ship Creek drainages. The south and southeast bluff edges offer excellent views of the Chugach Mountains. The northern bluff overlooks an industrial area, Susitna Mountain and the Alaska Range can be seen from this view point.

COMMUNITY ORGANIZATIONS

The Fairview Community Council is a strong and active civic group within the area. The Fairview Business Association (Fairview Rising) is a key stakeholder in the community's redevelopment and improvement. A variety of neighborhood support agencies are active in the area. The Salvation Army operates a group home, Eagle Crest and has constructed a new multi-purpose complex between A and C Streets just north of the Chester Creek Greenbelt. The Karluk Manor is a "Housing First" facility that provides permanent housing to chronic public inebriates and other vulnerable formerly homeless individuals. Access Alaska Inc. provides resources and services for elders, disabled, and families.

COMMUNITY INSTITUTIONS

Fairview Elementary School - Located at 1327 Nelchina Street, the recently re-built facility provides K-6 educational services to approximately 473 students.

Denali Elementary School - The reconstructed school reopened in 2003 providing K-6 educational services to approximately 448 students. The school is physically located adjacent to Cordova Street in the South Addition Council area but serves the children of West Fairview.





Fairview Community/Recreation Center - This Municipal facility is located at 1121 East 10th Avenue. The Fairview Community Recreation Center features a full sized gymnasium, smaller youth gymnasium, weight room, dance/martial arts studio, arts and crafts studio, two saunas, multipurpose room, industrial kitchen, nursery, teen center and computer lab. For many years the community has identified, through Capital Improvement Project (CIP) requests, that the recreation center be redeveloped into a more comprehensive community center.

Anchorage Senior Activity Center - The Anchorage Senior Activity Center located at 1300 East 19th Avenue is owned by the Municipality of Anchorage and operated by Anchor-Age Center, a non-profit corporation, under contract with the Municipality. The Anchorage Senior Center has 2,000+ members and serves as an activity center providing meals, health services, information and referral services, arts and crafts, and educational and recreational programs for those 55 years and over. Community groups also rent space for meetings, socials, weddings, receptions, and other events. Presentations and meetings are often held to inform seniors of issues relevant to their well being.

Anchorage Correctional Complex - This 181,000 sq. ft. facility is located at 1201 East 3rd Avenue and opened in 1982 at a cost of \$56,000,000. It operates as a booking center and pre-trial facility accepting defendants charged with a variety of offenses, including violent and destructive crimes. The facility functions as a “one-stop shop” with a magistrate’s court, pre-booking lobby and a separate inebriate drop-off area. The Jail has a current capacity of 396 with an expansion potential for an additional 192 prisoners.

Inebriate Transfer Station - This facility adjoins the Anchorage Correctional Complex and operates under State of Alaska Title 47.37.170, requiring law enforcement intervention with inebriated individuals who are a threat to themselves, but who have not committed a crime. This is a place to “sleep it off.” The Station is operated under the Municipality of Anchorage Safe Cities Program. Though not affiliated with the Jail it is housed on-site. Inebriated individuals are collected from throughout the City, brought to the “sleep-off center” and after becoming sober released into the Fairview community.

Brother Francis Shelter - The Brother Francis Shelter at 1021 E 3rd Ave. opened in 1983, is a program of Catholic Social Services and operates as an emergency shelter for the homeless. A new 18,500 sq. ft. facility opened in 2005 at the same location.

A significant percentage of its clients are veterans, vulnerable seniors, substance abusers, those with mental illness and developmentally delayed individuals. Over the past five years the numbers of adult men and women served at Brother Francis Shelter have increased by 20%, from 3028 individuals in 2008 to 3655 in 2012.

Beans Cafe - Since 1985, this non-profit organization has maintained a center at 1101 E. 3rd Avenue to serve the hungry and homeless with hot nutritious meals, a warm and safe day shelter, and information and referral assistance to health and human service programs. The organization targets the poorest people in the Anchorage community, the street people, the homeless, the chronically mentally ill, and the needy elderly. They also serve families in temporary crisis, the seasonally unemployed, and assist various local agencies in the feeding of children.

Sullivan Arena - The 8,700 seat facility located at 1600 Gambell Street was completed in 1983, at a cost of \$31.5 million. It was financed with state oil money available when Prudhoe Bay production climbed sharply and public coffers were full. The Arena draws over 425,000 people per year into the Fairview community. It employs approximately 325 full and part time employees. The Sullivan supports a mini-industry of vendors, suppliers, ticket sales, promoters and exhibitors as well as its main anchors - the Alaska Aces and University of Alaska Anchorage (UAA's) athletic program. However, very little of this economic activity is spun off into the commercial center of the adjacent neighborhood.



Neighborhood Art



Chugach Manor – East 19th Avenue

HISTORIC RESOURCES

The *Anchorage Original Neighborhoods Historic Preservation Plan* identified several historic resources in Fairview including the Anchorage Cemetery, which is on the National Register of Historic Places, the Greater Friendship Baptist Church, Lucky Wishbone, Most Worshipful Prince Hall Grand Lodge of Masons and the Syren House, at 1302 Karluk Street. Log cabins, postwar kit houses and Quonset huts are scattered throughout Fairview and are also important to residents and the Anchorage community as opportunities to retain or preserve the historic and cultural diversity of the neighborhood.



Greater Friendship Baptist Church



Historic Pioneer Schoolhouse – circa 1915
Anchorage's first schoolhouse now located
3rd Avenue and Eagle Street



Syren Log House – Karluk Street

TRANSPORTATION⁹

5th and 6th Avenues - In the late 1950s, 5th Avenue was paved and widened from two lanes to four lanes east to Airport Heights Drive. In 1963, Glenn Highway construction began. In 1966, 6th Avenue was added to the system to create the 5th Avenue-6th Avenue couplet. The couplet improved through-traffic flow and increased corridor capacity on the western end of the corridor. In the late 1980s, the Glenn Highway segment between McCarrey Street and the Hiland Interchange near Eagle River was upgraded to six lanes increasing capacity in the eastern section of the corridor and creating additional traffic volumes through Fairview.

Gambell and Ingra Streets - The extension of Gambell Street southward to the New Seward Highway heralded the loss of the Fairview Main Street atmosphere. The transformation into a strip commercial corridor was strengthened when the one-way couplet was implemented. As traffic volumes increased on Ingra Street, adjoining properties began to feel the impact as families relocated to less congested and safer parts of town. Most dwellings transitioned into rental units with high turnover rates. In the early 2000s, the Fairview Community Council advocated for and succeeded in installing intersection barriers to discourage Downtown commuters from cutting through Fairview.



Gambell Street – Today

⁹2009 Draft Fairview Community Plan

Public Transportation – Offers 5 routes that serve the Fairview community: Routes #13, #15, #8, and outlining areas Routes #45 and #102. Route #13 serves Alaska Regional Hospital, Providence Alaska Hospital, and the Alaska Native Medical Center including the UMED District and Downtown Anchorage.

Route #15 serves many shopping options such as the 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.

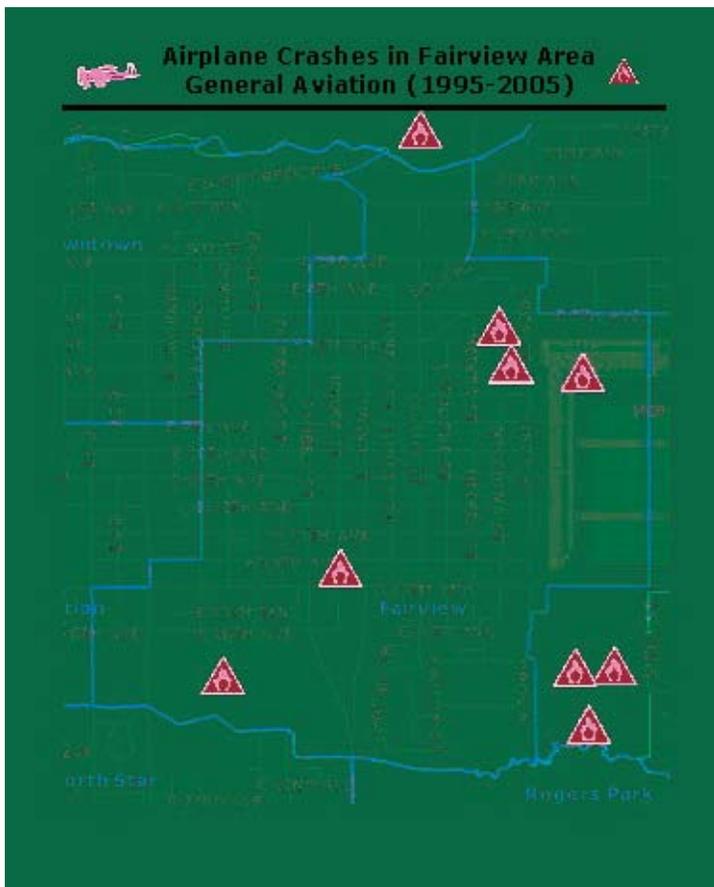
Ridership averages for routes #13, #15, and #8 is 20 riders a trip on weekdays and 18 on weekends. People Mover has stated that they are dedicated to serving the Fairview community and are in support of improvements proposed in the Fairview Neighborhood Plan to increase pedestrian activity and mobility upgrades.

Figure 8 depicts the existing transit routes to and through the Fairview Community Council area.

Figure 8: Existing Public Transit Routes



Merrill Field - As one of the nation's highest volume general aviation airfields, the airport has a significant impact on the quality of life within the neighborhood. One of the most noticeable impacts is that associated with noise. The prevalence of low-flying aircraft over the neighborhood creates a sense of unease. This sense of discomfort has been reinforced by plane crashes into surrounding neighborhoods and Merrill Field. Implementation of the Merrill Field Airport Master Plan resulted in a western expansion of the industrial zone to include residential and commercial properties along the eastern side of Orca Street. This transformation impacts East Fairview, but has created a buffer to the airport.



“Love the little planes that fly over the house.”

PARKS + OPEN SPACE¹⁰



Fairview has a variety of parks and greenbelts that range in size and uses. Fairview Lions Park and Fairbanks Park are classified as neighborhood parks that serve the recreational needs of local residents. There are several mini parks that serve as open space and buffer zones. The Chester Creek greenbelt along the neighborhood's southern edge serves as a regional park with many recreational uses including an extensive trail system. The mostly undisturbed greenbelt area plays an important role in providing for a healthy wildlife habitat through a large urban area. The greenbelt also acts as a buffer that helps to define neighborhoods. Fairview Lions Park has seen steady improvements with new trees, picnic shelter, volleyball court; ice rink and a kid's play area. The razing of the S & S apartment complex and the transformation of the space into a park has increased access to recreational opportunities.

"Take Fairview Lions Park back from the street alcoholics and prostitutes. Put a cool playground there and maybe a dog park? Increase the use!"

"It's important to create destination parks that attract people from outside the neighborhood while also enhancing the neighborhood. More eyes on the park mean less crime."

¹⁰ 2009 Draft Fairview Community Plan

NATURAL ENVIRONMENT

Fairview has many mature trees. Tree canopy is good for storm water management, property values, and decreasing crime and has social benefits like recreation opportunities, neighborhood cohesiveness and quality of life. Fairview drains into the Chester Creek and Ship Creek watersheds which both flow into Cook Inlet.

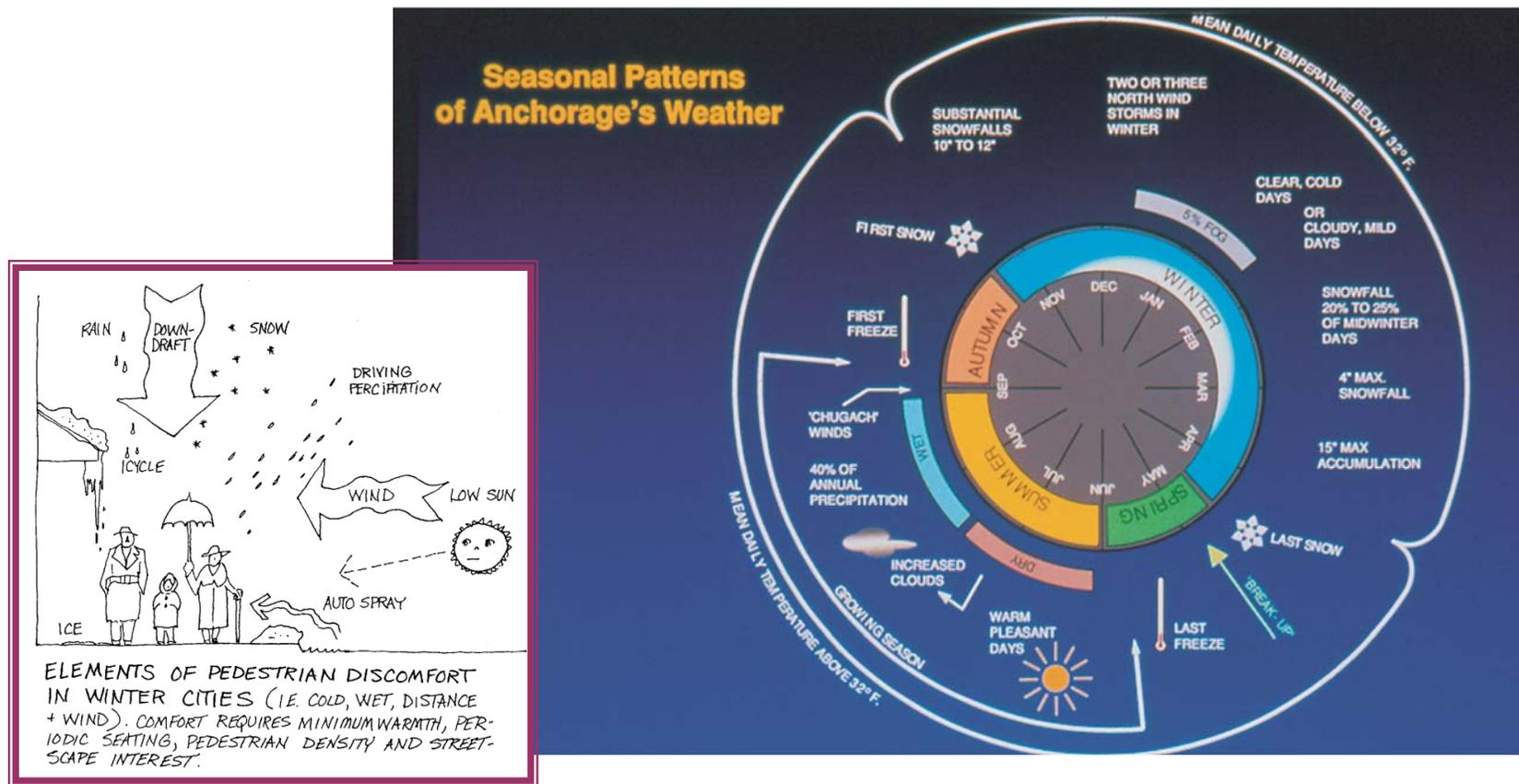


ENERGY

This plan recognizes that the cost and availability of energy affects Fairview residents and business owners. Energy savings can be designed at scales: building efficiency improvements, mixed-use neighborhoods that reduce the need to travel by car for every shopping, school or work trip and city-wide investments in transportation systems and infrastructure that reduce reliance on nonrenewable resources. Fairview's existing pattern of development already supports lower use of energy at the neighborhood and city scale. This plan includes goals that will further the existing assets of Fairview to help meet statewide goals for reduced energy use.

WEATHER

Anchorage has cold snowy winters and moderate summers. This plan adopts the “winter city” concept, whereby communities plan their neighborhood for all four seasons. The goals of the plan include strategies that reflect this winter city approach. The graphics below show Anchorage’s seasonal weather patterns, as well as the challenges pedestrians face in the winter season.



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3:: PUBLIC PROCESS

The Fairview Neighborhood Plan is the first community-developed neighborhood plan to be completed in Anchorage. The community council led this important planning effort for more than ten years. This plan is the product of two phases, the first of which led to the 2009 Draft Fairview Community Plan. The second phase added new community input and also incorporated goals and strategies from concurrent planning processes including the *Anchorage Original Neighborhoods Historic Preservation Plan*, the *Gambell Street Redevelopment Plan* and the *Fairview Economic Revitalization Plan*.

“If we can all keep in touch, and those who are willing and able keep up the good work, I hope Fairview can continue to improve.”

PHASE I – DRAFT FAIRVIEW COMMUNITY PLAN (2009)

From early 1990s to 2009, the Fairview Community Council led a planning effort that culminated in the Draft Fairview Community Plan. The Draft Fairview Community Plan (Draft Plan) is the foundational document for this final plan. The public process included sub-area neighborhood work sessions (South Fairview, West Fairview, East Fairview, North Fairview) with residents/property owners in addition to larger community-wide efforts:

FIVE COMMUNITY EVENTS, INCLUDING THREE WORKSHOPS

- Fairview Community Improvement Workshop, Fairview Recreation Center ~ Saturday April 9th, 1994, 9am-3:30pm,
- Goals and strategies kick-off meeting, Fairview Recreation Center ~ March 9th, 2006, 7pm-9pm.
- Fairview Main Street Workshop, Fairview Recreation Center. Fairview Elementary School ~ November 8th, 2008, 10am-4pm.



- Chronic Public Inebriates: Public Workshops + Policy Recommendations, Fairview Elementary School ~ October 2008.
- North Fairview Main Street Workshop, Fairview Recreation Center ~ April 4th, 2009, 10am-2pm.
- Neighborhood Revitalization Strategy Area public outreach. NVision ~ January 16th, 2009 11:45am-1:30pm.
- Urban Housing Workshop ~ April 18th, 2009, 10am-2pm.

TWO COMMUNITY COUNCIL WORK SESSIONS

Attendance at each event varied from 10-15 at the small, sub-area work sessions to upwards of a hundred at the larger community-wide events. The Draft Plan was submitted to the Long-Range Planning Section which provided comments in 2011.

PHASE II – PLAN REVISION AND UPDATE

In 2013, the Fairview Community Council contracted Agnew::Beck to revise and distill the Draft Plan, respond to the Long-Range Planning Section comments, confirm the updates with the community and to begin the approval process. Community outreach included:

FAIRVIEW COMMUNITY COUNCIL EXECUTIVE COMMITTEE

Building from the impressive and comprehensive planning effort, spearheaded by longtime resident and community council member Allen Kemplen; the Fairview Community Council and Agnew::Beck worked together to refine Phase II of the community's plan:

- Consisted of 7 members that guided the revision and update of the 2009 Draft Plan. These members contributed nearly 100 hours in volunteer time.
- Regular communication with Fairview Community Council president S.J. Klein and Fairview Community Vice President, Chris Constant

MUNICIPALITY OF ANCHORAGE LONG-RANGE PLANNING GUIDANCE

- Kick-off meeting to establish framework for a plan approval.
- Senior Planner assigned to project to assist FV Community Council - 2014.

NEIGHBORHOOD PLAN KICK-OFF: FAIRVIEW BLOCK PARTY ~ JULY 13, 2013, 2PM-7PM.

A booth at the Fairview Block Party allowed attendees to learn about and contribute to the Fairview Neighborhood Plan in a variety of ways. Several hundred people passed by the booth, and booth staff interacted with 75-100 people directly about the Fairview Neighborhood Plan. Themes that emerged from the Block Party included the desire to decrease violence and public drunkenness, and increase opportunities for youth through more green spaces and job skills training. About 1/5 of the people had heard of the Fairview Neighborhood Plan. Activities at the Fairview Neighborhood Plan Booth included:

- A stilt walker encouraged passersby to pin one idea to improve Fairview onto a large board for the public to view and discuss (n=40).
- Participants could evaluate goals from the 2009 Draft Plan, by dropping slips of paper with the goal into envelopes that showed a scale of agreement (n=10).
- Several people filled out the full survey about the 2009 Draft Plan.
- 10 people left their email for further plan updates.
- 30 links to the online survey were distributed.



Fairview Lion's Park – Block Party

ONLINE SURVEY OF RESIDENTS AND COMMUNITY ORGANIZATIONS

The community council circulated an online survey to confirm the goals and objectives from the previous 2009 planning process. Residents could access the survey from the Fairview Business Association, Community Council, and Neighborhood web pages. Links to the survey was also included in the door-to-door flyers for the Block Party. Block Party attendees could also fill out an online or hard copy based survey. Twenty-six responses were collected from the survey, which indicated support for the earlier planning process and goals. Many new strategies were also collected.

“Parking lots should also be designed for pedestrian safety. People should be able to step out of their cars onto a sidewalk that allows them to walk into the building or park without having to cross areas that vehicles are driving through.”

PRESENTATION(S) TO THE FAIRVIEW COMMUNITY COUNCIL

The planning team shared a working draft of the plan with the community council leadership in September 2013 to solicit feedback prior to the public review draft which was shared during the October Fairview Community Council meeting.

The October 2013 community council meeting provided the first opportunity for the planning team to share the 2013 Fairview Neighborhood Plan Public Review Draft. In anticipation of the meeting, the Plan Guidemap was sent via email to the community council listserv and to people who indicated interest during the block party and online survey.

PARALLEL OUTREACH EFFORTS

HISTORIC PRESERVATION PLAN OUTREACH

Through its public process, the *Anchorage Original Neighborhoods Historic Preservation Plan* also identified broad goals for Fairview. Opportunities for public involvement included a technical advisory committee, two public workshop series, focus groups, an online survey, an open house and a public comment period.

FAIRVIEW ECONOMIC REVITALIZATION PLAN

The Fairview Business Association (FBA) drafted the Fairview *Economic Revitalization Plan*, which was synchronized with and incorporated into the Neighborhood Plan. It is included as Appendix B. The Fairview Community Council commissioned the FBA to conduct a survey of Fairview businesses to determine their assessment of Fairview as a business location and to identify ideas to improve the business district. The Fairview business community has worked closely with the FVCC to harmonize their development activities with the community's vision of a sustainable future for residents and businesses.

The FBA met with the relevant local and state planning and regulatory agencies in the development of the draft *Fairview Economic Revitalization Plan*. While the FBA does not claim other agencies concurrence in any aspect of the draft revitalization plan, they are aware of our vision and goals and have committed to work with FBA and FVCC to develop practical strategies.

GAMBELL STREET REDEVELOPMENT PLAN

The Fairview Neighborhood Plan planning team attended public meetings and project management meetings to incorporate the vision for Gambell Street Redevelopment into the Fairview Neighborhood Plan. The planning process for the Gambell Street Plan included a project charette with alternatives development along with virtual and public open houses.

MUNICIPAL APPROVAL PROCESS

ANCHORAGE PLANNING & ZONING COMMISSION PROCESS

- On July 08, 2013, the planning team presented a short introduction to the Plan to the Anchorage Planning and Zoning Commission (PZC) as an informational agenda item.
- The planning team submitted the 2013 Fairview Neighborhood Plan Public Review draft to the PZC in early October 2013. A publicly noticed work session was held with the PCZ on December 9th, 2013. The planning team and Municipal staff received many constructive comments on the Public Review Draft that are incorporated into this final plan.
- The Planning and Zoning Commission recommended approval to the Anchorage Assembly on June 2, 2014.

EXISTING ISSUES + OPPORTUNITIES

ISSUES

- Responding to *Anchorage 2020* residential growth projections
- A lack of quality housing for mixed income residents
- Pedestrian experience and connectivity
- Open space
- Vacant lots
- Chronic public inebriates
- Airplane noise
- High degree of transience in multi-unit housing
- Low rates of home-ownership
- Low neighborhood public school student performance
- Absentee landlords
- Availability of liquor stores to those who use it
- Density of social services located in north Fairview and associated negative externalities
- (H2H) Seward to Glenn highways, and Knik Arm Crossing connectors
- Inadequate snow removal
- Street cross-sections
- Traffic noise
- Internet access for low income people
- Access to life-long learning opportunities
- Inadequate recreational options,
- Parking overflows from Sport Complex,
- Ill-defined “Sense of Place” for sub-neighborhoods

OPPORTUNITIES

- Strong community pride and community council advocates
 - Winter City Neighborhood
 - Strategic location equidistant between Downtown and Midtown
 - Existing grid system and the pedestrian scale blocks
 - Fairview Community Recreation Center
 - Gambell Street Redevelopment Plan
 - Restoration of Gambell Street as Fairview's Main Street
 - New urban mixed-use development atop "covers" of the Seward to Glenn-KAC connection
 - New partnerships between Municipality (land use) and DOT&PF (H2H, KAC) for redevelopment
 - Access to Ship Creek and Chester Creek Greenbelts
 - Historic character
 - Access to regional trails network
 - Commercial corridor
- Public institutions
 - Aging boomers and an increase in young people.
 - Active community organizations and community council
 - Sports Complex as anchor tenant of revitalized Main Street



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4:: COMMUNITY VISION

OUR VALUES + PRINCIPLES

SAFETY

We value a neighborhood where our streets are safe and friendly toward pedestrians. We value a community where people watch out for one another.

Guiding principles: Community policing and the Community Patrol should be supported. Lighting should help establish a sense of safety but not detract from the residential parts of the neighborhood. Aircraft should have high levels of maintenance and stay within proper flight patterns.

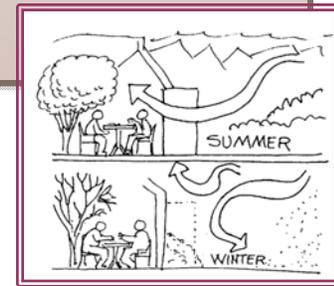
DESIGN

We value a more livable, pedestrian-scaled urban environment where people celebrate the winter and summer seasons equally. We value neighborhood friendly businesses that minimize negative impacts to our residences.

Guiding principles: Planning efforts should support the creation of a complete and integrated walkable Fairview community containing housing, shops, work places, schools, parks and civic facilities essential to the daily lives of residents throughout the year. The design of local streets, pedestrian walkways and bike/ski paths should encourage appropriate use for the time of the year. High-speed traffic on local streets is discouraged. Public spaces should be designed to encourage the attention and presence of people in all seasons and at all hours of the day and night. The benefits of microclimates should be addressed in site development and building design. Commercial properties should minimize noise and light pollution into residential areas.

NORTHERN DESIGN PRINCIPLES

- Support a compact community structure.
- Face the south and protect solar access.
- Develop enclosed courtyards and microclimates.
- Encourage energy efficiency.
- Create mixed-use buildings and streets.
- Design for kids, elderly and physically disabled.
- Show the winter view.
- Create climactic protection for pedestrians.
- Celebrate the winter space.
- Give equal attention to winter landscaping.



HEALTH

We value a clean neighborhood free of litter where residents can enjoy attractive landscaping. We value convenient and affordable access to health care services.

Guiding principles: Fairview residents should have convenient access to affordable health care facilities. Residents should be able to exercise on well-maintained pedestrian/bike/ski paths. Residents should have frequent access to natural light during the winter months.

EDUCATION

We value a life-long education where all individuals have affordable access to knowledge. We value creating a world-class education system where all children have the chance to be the best they can be.

Guiding principles: The Fairview community encourages all residents, employees and students to maintain a commitment to excellence in learning. Public facilities should be designed and operated with affordable, life-long education in mind.

OPPORTUNITY

We value helping others to become self-sufficient. We value a community where all residents have a chance to earn livable wages with decent benefits.

Guiding principles: Social support facilities and services should not enable dependence. Residents should have convenient access to employment services and job centers.

HOUSING

We value a traditional neighborhood approach to meeting the shelter needs of our residents. We value the need for a mix of housing choices.

Guiding principle: Fairview should contain a diversity of housing types to enable citizens from a wide range of economic levels, ethnicities, cultures, and age groups to live within our boundaries.

PROSPERITY

We value a vibrant Main Street serving the needs of local residents for goods and services. We value businesses that contribute to revitalization of the Fairview community. We value our location and being part of the Downtown area.

Guiding principles: Businesses within the community should provide a range of job types for residents. Development within the area should seek to conserve resources, support energy efficiency and minimize waste. There should be a central focus to the community that combines commercial, civic, cultural and recreational uses. Linkages should be strengthened between the Central Business District and the neighborhoods of Fairview. The Sports Complex area should be better integrated into the business fabric of the Fairview community. The future H2H, KAC connection should include mixed-use development on the covers.



MOBILITY

We value a transportation system that places a priority on non-motorized mobility while maintaining reasonable access for vehicles. We value affordable and convenient access to public transit.

Guiding principles: The location and character of our neighborhoods should be supported by the Municipal public transit system. As many activities as possible should be located within easy walking distance of transit stops. Streets, pedestrian paths and bike paths should contribute to a system of fully connected and interesting routes within the urban center of the City.

Pedestrian and multi-seasonal use of the streets should be encouraged by establishing a sense of scale that is small and spatially defined by buildings, trees and lighting and by discouraging high-speed traffic. Innovative techniques for removal of snow from streets and sidewalks are encouraged. 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.

COMMUNITY

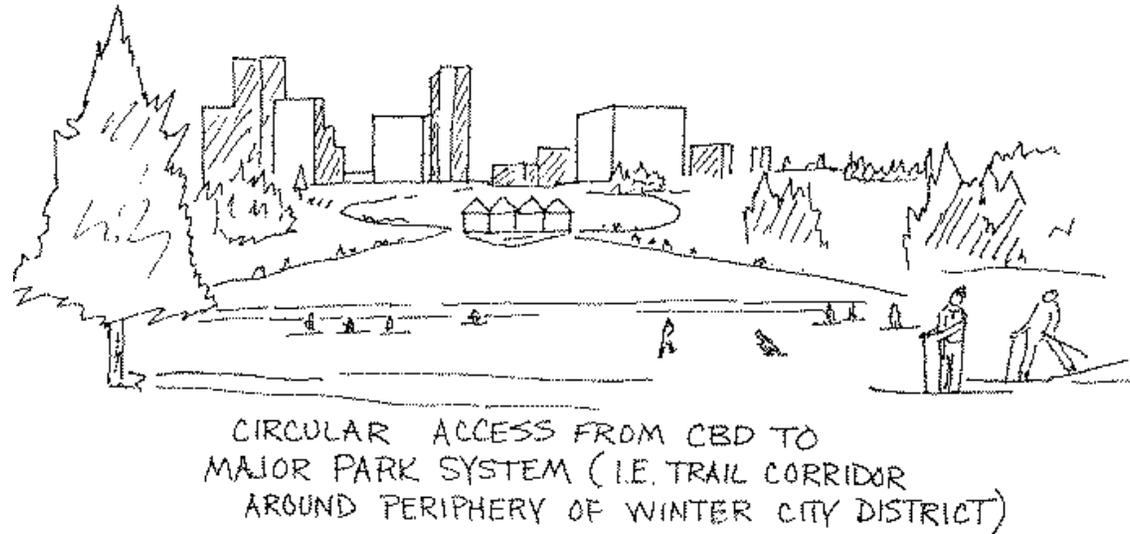
We value cultural, ethnic and socioeconomic diversity within our neighborhoods. We value our unique history. We value people and organizations work-ing together to revitalize our neighbor-hoods. We value “win-win” solutions.

Guiding principles: The Fairview community should not bear an excessive burden of responsibility when addressing citywide problems. The historical nature of the downtown area and the historic four original neighborhoods should be strengthened. All capable residents of the Fairview community should shoulder civic responsibilities.

RECREATION

We value year-round access to recreation including open space and fun activities for all ages.

Guiding principles: The natural terrain, drainage and vegetation of the area should be preserved with superior examples contained within our parks or greenbelts. Neighborhoods should contain an ample supply of specialized open space in the form of squares, greenways, and parks whose frequent use is encouraged through placement and design. Recreational facilities should be operated and maintained at levels commensurate with their positive impacts to the community.



OUR GOALS + STRATEGIES

The residents and businesses of Fairview envision a safe and healthy community with world-class schools, with a strong job-providing commercial sector, and a stable and diverse residential population; this will lead to a community with a strong positive image, both for Fairview residents and businesses, and for prospective visitors and investors. This vision includes a safe community, successful schools and students, the redevelopment or rebuilding of dilapidated structures, infilling of vacant properties, designing and building public and transportation infrastructure that is more business and resident friendly, training of competent workers for relevant jobs, minimizing the negative impact of chronic public inebriates on the business and residential community, and promoting a more livable winter city neighborhood.

LEVERAGE WHAT WE HAVE

Fairview has assets offered by few other Anchorage neighborhoods: excellent proximity to Downtown, diverse housing including a large stock of well-kept single family homes, a human-scale street grid with alleys, easy access to greenbelts and trails, a mix of commercial business, a well-used recreation center, a rich history and, most importantly, diverse and motivated long-time residents.

I. PROTECT & IMPROVE NEIGHBORHOOD CHARACTER

- I.1 Identify and provide a range of housing densities, serving a range of incomes and ages.
- I.2 Create a review process for multi-family developments over 4 dwelling units per lot that involves community participation and design standards.
- I.3 Foster high-intensity mixed-use development for Gambell/Ingra Corridor and North Fairview (4th to 8th, Ingra to Orca).
- I.4 Require buffers where industrial adjoins residential in compliance with New Title 21: 21.07.080 Landscaping, Screening, and Fences and site designs to minimize noise and visual pollution.
- I.5 Sponsor construction of a high quality multi-family demonstration pilot dwelling, to show how such structures can be both profitable and a good neighbor.

- 1.6 Use accessory dwelling units (“mother in-law apartments”) to achieve increased density in Fairview while respecting its historic character and socioeconomic diversity. ADUs are encouraged in the single family and duplex areas throughout Fairview. If not allowed under existing zoning, they will be approved through the Overlay District process that encourages and facilitates ADUs with single family and duplex housing.
- 1.7 Screen dumpsters where it does not impinge on the ability of utilities to serve properties in the alleys. Dumpsters are to be located on alleys unless alleys do not function. Dumpsters not located on alleys are required to be screened.
- 1.8 Preserve local historic buildings and neighborhoods; strengthen the historic character of Fairview.
- 1.9 Increase home ownership and decrease transiency.
- 1.10 Encourage small-scale, neighborhood-serving commercial development.
- 1.11 Promote homebuyer loans for property improvement.
- 1.12 Work to generate greater pride in Fairview as a place to live, work, play, learn, and prosper.
- 1.13 Upgrade the Fairview Recreation Center to a Community Center, grow the number of users, and promote community engagement.
- 1.14 Strengthen “Sense of Place.”

2. CONNECT PEOPLE TO PLACES (JOBS, BUSINESSES, SCHOOLS, PARKS, AND DOWNTOWN)

- 2.1 Focus on priority corridors for pedestrians and bikes on 9th, 13th, 15th Avenues; Cordova, Gambell, and Karluk Streets.
- 2.2 Improve connections within Fairview and to Downtown, including the need and potential for improved People Mover service, a shuttle to downtown, and improved walking and biking options. Fairview is “East Downtown.”
- 2.3 Create better walking, driving and parking linkages to major public and commercial destination facilities – e.g., connections that would link people using Sullivan Arena with Fairview shops and restaurants.
- 2.4 Implement the Gambell Street Redevelopment and Implementation Plan – reduce Gambell to three lanes, improve sidewalks, underground utilities, add street amenities, study and adjust zoning to allow for more pedestrian interaction, perhaps establishing maximum setbacks for commercial development.

- 2.5 Fund and plan for the Seward to Glenn Highway connecting network. Maintain the integrity of Fairview, by following a cut and cover approach, creating a greenway connection between Ship and Chester Creek with a Hyder Street alignment or alternatives that reduce impact on the neighborhood, while providing needed neighborhood street and pedestrian improvements that support mixed-use and other land-use redevelopment and development identified on the approved land-use plan map.
- 2.6 Enhance the safety, health and ambiance of areas surrounding Merrill Field by limiting detrimental noise impacts and the threat of airplane crashes.
- 2.7 Engage the Knik Arm Bridge and Toll Authority in future planning for the neighborhood as defined through the Knik Arm Crossing (KAC) Programmatic Agreement between the State of Alaska and the Municipality of Anchorage. Consider development of Standard Mitigation Agreement (Chapter 5, Section B. Mitigation Measures for Future, Unforeseen Adverse Effects – Mitigation to Historic Properties). This includes quarterly communications between the Fairview Community Council and KABATA on the status of the KAC.
- 2.8 Fund, develop, and finalize the Seward to Glenn Highways transportation corridor plan, and potential Federally-required Environmental Impact Statement (EIS), in-lieu of segmented projects currently defined in the 2035 Regional Transportation Plan (Project #s 104, 114, 141, 136, etc.) to determine the appropriate mitigation for the full project. This will provide stability for investment in the neighborhood and business corridor along Ingra and Gambell in the face of the impacts created by large infrastructure projects. Mitigate fully the loss of housing, utilities, and other community assets to be defined during the EIS.
- 2.9 Assess and identify alleys for functionality for access, parking, trash, and overall condition. Those alleys identified as either poor or, as in areas of likely and desired redevelopment should be prioritized for repair and upgrade to facilitate identification and tracking of opportunities for paving alleys. Include those projects in the annual MOA CIP request.

3. CREATE INCENTIVES FOR ECONOMIC DEVELOPMENT

- 3.1 Invest in more attractive, comfortable, safer commercial district sidewalks.
- 3.2 Reduce on-site parking requirements; increase on-street parking and develop parking structures.
- 3.3 Encourage redevelopment through establishing a tax abatement district.
- 3.4 Investigate Enterprise Zones (“EZ” development zones) and community development corporations.
- 3.5 Improve Fairview reputation and “brand” through events, street improvements, and publicity.
- 3.6 Develop Sullivan Arena partnership program to promote local businesses.
- 3.7 Locate job-training center in Fairview and expand job opportunities for neighborhood residents.
- 3.8 Encourage home occupations and home-based businesses.
- 3.9 Partner with the Fairview Business Association to support Fairview’s small businesses.
- 3.10 Promote energy efficient building design (demonstrate affordable energy conservation techniques into the “demonstration project”).
- 3.11 Assess, document, monitor energy use, at the neighborhood scale, as one part of REAP’s statewide program to help Alaska reach statewide energy goals.
- 3.12 Establish new partnerships between the Muni and DOT&PF to develop covers with vertical structures emphasizing mixed-use development along with parks and open space (*Detailed mitigation is defined through 2.7 and 2.8*).
- 3.13 Develop Memorandum of Agreement between Muni and DOT&PF whereby local government assumes responsibility for redevelopment of covers through acquisitions of air rights above a National Highway System facility.

4. FOSTER CLEAN, SAFE POSITIVE STREETS + SIDEWALKS

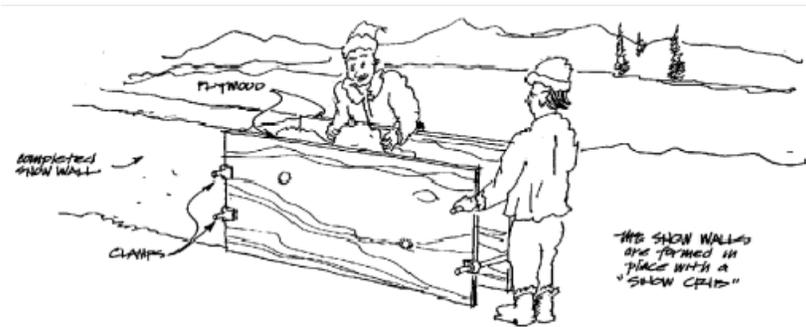
- 4.1 Improve the year-round walking experience – keep sidewalks clear of snow.
- 4.2 Distribute social service facilities equally throughout Anchorage.
- 4.3 Improve neighborhood design to increase the number of “eyes on the street.”
- 4.4 Implement coordinated programs to address homeless and chronic public inebriates, such as that proposed by the Fairview Business Association.
- 4.5 Create a community where people and property are safe from harm.
- 4.6 Engage local residents in taking responsibility for their streets.
- 4.7 Enlist Social Service Providers in active efforts to mitigate negative externalities of their operations.

5. MAINTAIN GREEN SPACE – FROM THE FRONT YARD TO COMMUNITY PARKS

- 5.1 Increase the supply, quality, safety and accessibility of well-maintained local parks and open spaces.
- 5.2 Improve and identify linkages to the Ship Creek and Chester Creek greenbelts and trail systems.
- 5.3 Preserve natural terrain, drainage and vegetation in public and private spaces.
- 5.4 Improve neighborhood landscaping.

6. CREATE A MORE LIVEABLE WINTER CITY NEIGHBORHOOD

- 6.1 See *strategies other goals for snow removal and overlay zones.*
- 6.2 Establish a neighborhood winter festival.
- 6.3 Promote greater use of winter lights.



7. PROMOTE LIFE-LONG LEARNING AND COMMITMENT TO EXCELLENCE IN EDUCATION

- 7.1 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.
- 7.2 Turn Fairview Elementary into a magnet school.
- 7.3 Restore computer lab at Fairview Recreation Center.
- 7.4 Promote development of a Neighborhood Education Plan.



8. CREATE OPPORTUNITIES FOR CIVIC ENGAGEMENT BY CITIZENRY

- 8.1 See *strategies in other goals such as the neighborhood Block Watch initiative, Fairview Snowfighters and improvements to the Fairview Recreation Center.*
- 8.2 Strengthen institutional efforts to promote civic engagement.
- 8.3 Promote greater use of flowers in the neighborhood.



SUB-AREA GOALS + FAIRVIEW GUIDEMAP

The following Sub-Area Goals focus on specific geographic regions within the Fairview Neighborhood Plan Area. These goals are further articulated in the Fairview Guidemap included in the attachment pocket at the back of the plan. The Fairview Guidemap is intended to provide the plan user with a quick overview of the Fairview Neighborhood Plan and depicts the intent for growth and development over the life of this plan.

INDUSTRIAL FAIRVIEW

Context: While parts of this area support active, lively commercial activities, other areas are rundown or underutilized. There is a concentration of social services in the north end of this sub-area which impact neighboring landowners.

Goals: Screen incompatible uses and mitigate truck traffic where residential abuts Merrill Field and industrial uses. Create new North-South trail linking Fairview to Ship Creek/Chester Creek trails. Encourage new business.

Relevant Planning Efforts: Ship Creek Master Plan, Merrill Field Airport Master Plan, and Trails Plan.

FAIRVIEW MAIN STREET

Context: Lack of certainty due to the large infrastructure projects proposed by the DOT&PF including the Seward to Glenn Highways connection formerly called H2H and the KAC, prevents investment; six and eight-plexes with minimal landscaping; and a high-traffic corridor severs the integrity of the neighborhood.

Goals: Desirable area for high density. Reduce lanes on Gambell from four to three. Concentrate “main street” activities on Gambell to increase walkability, underground utilities, encourage higher density, mixed-use residential and commercial; Plan for possible impacts of highway connections; Reduce requirements for on-site parking; Encourage mixed-use development on “covers.”¹¹



¹¹ See Appendix D – City of Cincinnati – *Connect The Blocks*, and the “Cut and Cover” graphic supporting the Fairview Main Street Vision

Relevant Planning Efforts: Gambell Street Redevelopment Plan, Chester Creek Sports Complex Master Plan, Metropolitan Transportation Plan, Bike & Pedestrian Plans, Anchorage Four Original Neighborhoods Historic Preservation Plan, and ML&P Five Year Plan 2013-2017 For the Removal of Non-Conforming Overhead Lines in Accordance with MOA Title 21.90.

WEST FAIRVIEW



Context: High density, multi-unit developments interspersed with original single-family homes characterizes development. This residential neighborhood abuts Downtown and extends west nearly to the Park Strip. South of I5th are sunny south-facing condos and apartments, overlooking the Mulcahy sports fields and the Sullivan Arena.

Goals: Maintain integrity of single-family homes where appropriate. Encourage improvements in older multi-family through design standards and improvements in the quality of the nearby commercial areas. Allow for and encourage small-scale, neighborhood-serving commercial, such as a coffee shop. Improve connections with commercial areas to the east - the future “Fairview Mainstreet.”

Relevant Planning Efforts: Chester Creek Sports Complex Master Plan, Metropolitan Transportation Plan, Bike & Pedestrian Plans, Trails Plan, and the Anchorage Four Original Neighborhoods Historic Preservation Plan.

CHESTER CREEK SPORTS COMPLEX

Context: Statewide attraction abuts citywide trail system. Facility generates a lot of traffic during events.

Goals: Link to neighborhood as economic engine for the community and to reduce the impacts of event traffic.

Relevant Planning Efforts: Chester Creek Sports Complex Master Plan, Gambell Street Redevelopment Plan, Metropolitan Transportation Plan, and Trails Plan.

EAST FAIRVIEW

Context: Zoned for higher residential densities, but mostly single family. Some housing needs renovation. Recently built, low-cost multi-family structures do not fit well with single-family neighbors, eliminate all trees, and detract from neighborhood character. Noise and industrial uses tied to airport reduce quality of life.

Goals: Develop design guidelines and review of multi-family housing to upgrade character of neighborhood. Work to improve safety of sidewalks and streets. Encourage new businesses along northern area (4th to 8th, Ingra to Medfra) to develop Winter-wise and pedestrian-friendly approaches, and identification of areas for rezoning.

Relevant Planning Efforts: Merrill Field Airport Master Plan Update, Metropolitan Transportation Plan, Bike & Pedestrian Plans, and the Anchorage Four Original Neighborhoods Historic Preservation Plan.



SOUTH FAIRVIEW



Context: Several good examples of high-density housing adjoining single-family residential land uses. Senior center and senior housing are located next to Chester Creek Greenbelt. Many people do not have cars. Dumpsters front the street.

Goals: Link South Fairview to the rest of the community. Address pedestrian safety concerns and trash issues. Determine needed upgrades to address user needs.

Relevant Planning Efforts: Chester Creek Sports Complex Master Plan, Trails Plan.

5:: IMPLEMENTATION

This chapter offers practical guidance for the next 10-15 years on how to implement the goals that work towards and support Fairview as a mixed-use, thriving, and pedestrian-friendly downtown neighborhood.

NEXT STEPS

The table below sets out the responsibilities and next steps for the major goals and strategies outlined in the plan Guidemap. Also included for each action is a “time frame”¹² to help responsible parties focus their efforts towards steps with greatest potential for further positive change.

Table 7: Implementation Table

“LEVERAGE WHAT WE HAVE”			
<i>See specific actions in other sections</i>		Adopted 9/9/2014	Overall goal: Approve and adopt the Fairview Neighborhood Plan as an <i>Anchorage 2020</i> Comprehensive Plan element identified in Title 21. The Fairview Neighborhood Plan is the guiding document that identifies and supports quality of life, business development and growth and change. It will serve as a reference for solidifying support from agencies, residents, businesses and non-profits.
I PROTECT & IMPROVE NEIGHBORHOOD CHARACTER			
I.1 Identify and provide a range of housing densities, serving a range of incomes and ages.	Fairview Community Council (FVCC); with Municipality of Anchorage (MOA Long-Range Planning) & developers.	Near term	<ul style="list-style-type: none"> • See Land Use Plan Map – rezone to higher density, mixed uses along Gambell, retain historic, traditional lower density neighborhood ambiance in east and west Fairview. • Identify areas for down-zoning from R-3 to R-2M or R-1.

¹² Near-term is 1-5 year; Mid-term is 6-15, Long-term is beyond 15 years.

<p>I.2 Create a review process for multi-family developments over 4 dwelling units/lot that involves community participation and design standards.</p>	<p>Fairview Community Council (FVCC) with MOA Current Planning, Long-Range Planning, PM&E, AWUU, & developers.</p>	<p>Near term</p>	<ul style="list-style-type: none"> ● Determine specific boundaries of overlay district. ● Determine appropriate review process – administrative review of any development larger than triplex for conformance to design standards. ● Adopt design standards. (See Appendix B – Proposed Design Standards).
<p>I.3 Foster high-intensity mixed-use development for Gambell/Ingra Corridor and North Fairview.</p>		<p>Near term</p>	<ul style="list-style-type: none"> ● See Land Use Plan Map + details below. ● Overlay may take place during the zoning process. ● Encourage use of AMC Chapter 12.35 Economic Development Properties.
<p>I.4 Require buffers where industrial adjoins residential.</p>	<p>Fairview Community Council (FVCC) with MOA Current and Long-Range Planning & developers.</p>	<p>Mid-term</p>	<ul style="list-style-type: none"> ● Determine best framework for applying: advisory standards in plan, Fairview overlay district, and amend applicable Title-21 districts. ● More landscaping and better pedestrian access is desired to screen the airfield from the neighborhood.
<p>I.5 Sponsor construction of a high quality multi-family demonstration pilot dwelling, to show how such structures can be both profitable and a good neighbor.</p>	<p>FVCC with private and/or agency developers.</p>	<p>Near-term</p>	<ul style="list-style-type: none"> ● Conduct a Housing Forum – identify site(s) along Gambell Corridor, funding partners, specific design objectives.
<p>I.6 Use accessory dwelling units (“mother in-law apartments”) to achieve increased density while respecting its historic character and socioeconomic diversity.</p> <p>ADUs are encouraged in the single family and duplex areas. If not allowed under existing zoning, they will be approved through the Overlay District process that encourages and facilitates ADUs with single family and duplex housing.</p>	<p>FVCC with MOA Current and Long-Range Planning & developers.</p>	<p>Near-term</p>	<ul style="list-style-type: none"> ● Make sure zoning categories match new Title 21 zoning designations that allow for this.

<p>I.7 Screen dumpsters where it does not impinge on the ability of utilities to serve properties in the alleys. Dumpsters are to be located on alleys unless alleys do not function. Dumpsters not located on alleys are required to be screened.</p>	<p>FVCC with MOA & developers.</p>	<p>Near-term</p>	<ul style="list-style-type: none"> • New title-21 requires screening.
<p>I.8 Preserve local historic buildings and neighborhoods; strengthen the historic character of Fairview.</p>	<p>FVCC and state and non-profit entities, such as the Anchorage Historic Preservation Committee, Alaska Association for Historic Preservation and UAA Center for Community Engagement.</p>	<p>Near-term and long-term</p>	<ul style="list-style-type: none"> • Place interpretive signage at Greater Friendship Baptist Church (903 E. 13th Avenue), celebrating its status as the first African-American church in Alaska. • Work with African-American community - especially long-time residents - to identify and document significant people, events, and places. • As part of the creation of a local register, continue to survey and document historic resources in Fairview.
<p>I.9 Increase home ownership and decrease transiency.</p>	<p>Housing, community development, and non-profit agencies, such as Cook Inlet Housing Authority.</p>	<p>Mid-term</p>	<ul style="list-style-type: none"> • Educate prospective homeowners regarding programs that help support home buying. • Partner with developers with construct quality mixed-income housing. • Consider “inclusive housing” policies that require a percentage of new homes to be affordable. • Allow small lot development, location efficient mortgages, and co-housing.
<p>I.10 Encourage small-scale, neighborhood-serving commercial development.</p>	<p>MOA Current and Long-Range Planning, commercial developers and non-profit agencies, such as CIRI, South Central Foundation, Alaska Housing Finance Corporation.</p>	<p>Mid-term</p>	<ul style="list-style-type: none"> • Identify possible locations for small retail locations. • Conduct informal meetings/focus groups at Senior Center and Chester Park Estates to determine need. • Outreach events about business opportunities to residents.
<p>I.11 Promote homebuyer loans for property improvement.</p>	<p>FVCC with banks and nonprofits, such as Cook Inlet Region Inc., SCF, Alaska Housing Finance Corporation.</p>	<p>Mid-term</p>	<ul style="list-style-type: none"> • Investigate possibility/source of small loans for property improvement. • Distribute materials about homebuyer loans during regular FVCC neighborhood door-to-door outreach.

I.12 Work to generate greater pride in Fairview as a place to live, work, play, learn, and prosper.	FVCC with Fairview Business Association, UAA Center for Community Engagement.	Near-term	<ul style="list-style-type: none"> Partner with arts and community organizations on place based events and installations. Marketing campaign to rebrand Fairview (see “create incentives...” goals).
I.13 Upgrade the Fairview Recreation Center to a community center, grow the number of users, and promote community engagement.	FVCC and local recreation agency, MOA Parks and Recreation Department.	Long-term	<ul style="list-style-type: none"> Meet with partners and develop near term action plan for modest achievable improvements. Develop strategic plan for a significant upgrade to a neighborhood community center, with businesses, services for families and working individuals, meeting spaces, and a swimming pool!
I.14 Strengthen “Sense of Place.”	FVCC, Property Owners, UAA Center for Community Engagement.	Near Term	<ul style="list-style-type: none"> Develop an action plan. Develop “way finding” motifs. Develop proposals for distinctive streetscape and public space enhancements such as signature banners for sub-neighborhoods (i.e., South Fairview).

2 CONNECT PEOPLE TO PLACES (JOBS, BUSINESSES, SCHOOLS, PARKS, DOWNTOWN)

2.1 Focus on priority corridors for pedestrians and bikes, e.g., 9th, 13th, 15th Avenues; Cordova, Gambell, Karluk Streets.	FVCC with state and local transportation agencies, People Mover, AMATS, DOT&PF.	Mid-term	<ul style="list-style-type: none"> Work with MOA, legislature and others to identify funding sources to complete 9th and 15th Avenue projects; improve appearance and pedestrian safety and amenities on these two priority routes. Provide traffic calming measures on Karluk, especially around Recreation Center. Identify priority alleys for paving. Identify new snow removal options.
2.2 Improve connections within Fairview and to Downtown, including the need and potential for improved People Mover service, a shuttle to downtown and improved walking and biking options. Fairview is “East Downtown.”	FVCC with state and local transportation agencies People Mover, AMATS, DOT&PF.	Mid-term	<ul style="list-style-type: none"> Investigate current use and barriers to transit improvements – what is needed, what is possible? Increased frequency, location of routes? Improved bus stops, a transit center? Higher density housing? Identify possible partners for a downtown shuttle, optimal routes and timing and develop a financing plan. Ensure all streets and sidewalks are ADA compliant. See notes above re priority streets.

<p>2.3 Create better walking, driving and parking linkages to major public and commercial destination facilities – e.g., connections that would link people using Sullivan Arena with Fairview shops and restaurants.</p>	<p>FVCC with state and local transportation and public infrastructure agencies; redevelopment agencies, such as People Mover, AMATS, PM&E DOT&PF, and Downtown Partnership Inc.</p>	<p>Mid-term</p>	<ul style="list-style-type: none"> ● Refine plans for transportation links, e.g., a safe and attractive four season walking route from Gambell Street north of 15th, down to the Sullivan arena area; coordinate this effort with planned redevelopment of Gambell Street. ● Identify potential funding sources for additional pedestrian amenity projects and undergrounding of utilities. ● Sullivan Arena Parking Plan per PZC.
<p>2.4 Implement the Gambell Street Redevelopment Plan – reduce Gambell to three lanes, improve sidewalks, underground utilities, add street amenities, study and adjust zoning to allow for more pedestrian interaction, perhaps establishing maximum setbacks for commercial development.</p>	<p>FBA with FVCC with state and local transportation agencies, such as MOA, DOT&PF, AMATS, AK State Legislators, public and private property owners, Assembly, Planning & Zoning Commission. It is important to note that the proposed improvement involving the Gambell Street Redevelopment and Implementation Plan requires additional analysis and concurrence by AMATS and DOT&PF. Nevertheless, this plan urges that AMATS & DOT&PF decisions strike a balance between the substantial benefits of the project to the Fairview community of a reduction from 4 to 3 lanes and the associated pedestrian improvements with the yet-to-be-determined impacts on regional mobility.</p>	<p>Near-term</p>	<ul style="list-style-type: none"> ● Set specific schedule for approval and funding of GSRP ● Coordinate with repaving. ● Propose zoning designations for commercial district that encourages development to lot lines instead of setbacks (such as in the new Title 21 commercial center overlay for B-3). ● Make formal request to AMATS to include the Gambell Street Corridor improvements recommended from the Gambell Street Redevelopment and Implementation Plan and subsequent justification studies, into the Metropolitan Transportation Plan (MTP).

<p>2.5 Fund and Plan for the Seward to Glenn Highway connecting network. Maintain the integrity of Fairview, by following a cut and cover approach, creating a greenway connection between Ship and Chester Creek with a Hyder Street alignment or alternatives that reduce impact on the neighborhood, while providing needed neighborhood street and pedestrian improvements that support mixed-use and other land-use redevelopment and development identified on the approved land-use plan map.</p>	<p>FVCC, MOA, DOT&PF, AMATS, AK State Legislators, public and private property owners, Assembly, Planning & Zoning Commission.</p>	<p>Near-term</p>	<ul style="list-style-type: none"> ● Continue to aggressively advocate for Fairview interests, with the Muni Assembly and AK DOT/PF. ● Form a working group to determine strategies to encourage investment and maintenance of Hyder Street for the near term. ● Plan for active use redevelopment of covers facilitated by Municipality through Memorandum of Agreement with DOT&PF for use of airspace along corridor.
<p>2.6 Enhance the safety, health and ambiance of areas surrounding Merrill Field by limiting detrimental noise impacts and the threat of airplane crashes.</p>	<p>FVCC and Merrill Field, MOA, DOT&PF, FAA.</p>	<p>Near-term</p>	<ul style="list-style-type: none"> ● Pass FVCC resolution on strategy. ● Coordinate with the Merrill Field Airport to determine mitigation efforts such as vegetated buffers along residential areas and ensure that plans comply with designated flight paths and noise levels. ● Retain parks in area.
<p>2.7 Engage Knik Arm Bridge and Toll Authority in future planning for neighborhood as defined through the KAC Programmatic Agreement between the State and Municipality. Consider development of Standard Mitigation Agreement (Chapter 5. Mitigation Measures for Future Unforeseen Adverse Effects – mitigation to historic properties. This includes quarterly communications between Fairview Community Council and KABATA on project status.</p>	<p>FVCC, MOA, Assembly, AK State Legislature.</p>	<p>Ongoing</p>	<ul style="list-style-type: none"> ● Present Fairview Neighborhood Plan to the agency. ● Plan for impacts of possible Knik Arm Bridge on transportation corridor in Fairview. ● Seek funding assistance for sub-area study of future link with Gambell/Ingra Streets or the H2H connection.

<p>2.8 Fund, Develop, and Finalize the Seward to Glenn highways transportation corridor plan and potential Federally-required Environmental Impact Statement (EIS), in-lieu of segmented projects currently defined in the 2035 Metropolitan Regional Transportation Plan (Project #s 104, 144, 141, 136, etc.) to provide stability for investment in the neighborhood and business corridor along Ingra and Gambell in the face the impacts created by of large infrastructure projects. Mitigate fully the loss of housing, utilities, and other community assets to be defined during the EIS.</p>	<p>FVCC, DOT&PF, MOA Long-Range Planning.</p>	<p>Near-term</p>	<ul style="list-style-type: none"> ● Resolution has been passed. ● Meeting with agencies to develop a budget.
<p>2.9 Assess and identify alleys for functionality for access, parking, trash, and overall condition. Those alleys identified as either poor or, as in areas of likely and desired redevelopment should be prioritized for repair and upgrade to facilitate identification and tracking of opportunities for paving alleys. Include those projects in the annual MOA CIP request.</p>	<p>FVCC, MOA PM&E, Long-Range Planning.</p>	<p>Near-term</p>	<ul style="list-style-type: none"> ● Consider as a possible conditional use of TIF or tax abatement financing. ● Annual CIP request. ● Special assessment.

3 CREATE INCENTIVES FOR ECONOMIC DEVELOPMENT			
3.1 Invest in more attractive, comfortable, safer commercial district sidewalks.	FBA with state and local transportation agencies.	Near-term	<ul style="list-style-type: none"> Finalize and approve Gambell Street Redevelopment Plan.
3.2 Reduce on-site parking requirements; increase on-street parking and develop parking structures.	FBA with state and local transportation agencies, Anchorage Community Development Authority, MOA, AMATS, DOT&PF, AK State Legislature.	Near-term	<ul style="list-style-type: none"> Modify Title 21 parking requirements, to reduce required on-site parking. Implement the Gambell Street Redevelopment Plan, providing more on-street parking. Expand Anchorage Community Development Authority to Fairview. Conduct and implement financial feasibility study for shared off-site parking structure (See Gambell Street Redevelopment Plan); perhaps linked to parking at the Sullivan complex.
3.3 Encourage redevelopment through establishing a tax abatement district.	FBA with FVCC, state, local and non-profit agencies, MOA, State Legislators.	Near-term	<ul style="list-style-type: none"> See details in economic revitalization chapter.
3.4 Investigate Enterprise Zones (“EZ” development zones) and community development corporations.	FBA with state, local, and non-profit agencies, AK State Legislatures, MOA, DOT&PF, AMATS.	Near-term	<ul style="list-style-type: none"> Develop three case studies of similar neighborhoods (mid-size, Western U.S., history of lack of redevelopment techniques) and identify the challenges and opportunities of the EZ designation. Based on results of studies, develop an enterprise zone for Fairview, tailored to the specific needs of the Fairview district.
3.5 Improve Fairview reputation and “brand” through events, street improvements, and publicity.	FBA with FVCC, state, local, non-profit agencies, associations such as UAA Center for Community Engagement, AK Legislators.	Near-term	<ul style="list-style-type: none"> Connect with UAA CCE re: possibility of Fairview Pop-Up Museum. Connect with Design Forum, Museum or other art organizations about the possibility for public art projects. Produce and give away “made in Fairview/grown in Fairview” hats, shirts, and bumper stickers. Expand scope and marketing of summer event.

3.6 Develop Sullivan Arena partnership program to promote local businesses.	FBA with Sullivan Arena, MOA, Assembly.	Mid-term	<ul style="list-style-type: none"> • Survey of attendees post-event to determine spending and activity patterns and desires. • Implement the improvements in the Gambell Street. Redevelopment Plan, focusing on providing more on street parking, structured parking, and new dining and shopping options.
3.7 Locate job-training center in Fairview and expand job opportunities for neighborhood residents.	FBA with local, state, and non-profit education and civic organizations, such as Anchorage Business Associations, oil, gas, mining companies.	Near-term	<ul style="list-style-type: none"> • Talk with school board about desire to site a job-training center in an interested neighborhood.
3.8 Encourage home occupations and home-based businesses.	FBA with local, state, and non-profit business organizations.	Mid-term	<ul style="list-style-type: none"> • Meet with Small Business Development Center and YWCA to develop a set of materials about doing business in Fairview. • Outreach to existing (outside of Fairview) and potential business owners; provide simple brochure with rules re home-based businesses and occupations. • Provide further venues for the sale of locally produced/grown products, e.g., through art and craft sales events.
3.9 Partner with the Fairview Business Association to support Fairview's small businesses.	FBA, FVCC	Near-term	<ul style="list-style-type: none"> • Meet with Small Business Development Center and YWCA to develop a set of materials about doing business in Fairview. • Outreach to existing (outside of Fairview) and potential business owners.
3.10 Promote energy efficient building design (demonstrate affordable energy conservation techniques into the "demonstration project").	FBA with local, state, and non-profit organizations and developers, utility companies, such as CCHRC at UAF, CIHA.	Mid-term	<ul style="list-style-type: none"> • See <i>neighborhood character/land use section</i>.

<p>3.11 Assess, document, monitor energy use, at the neighborhood scale, as one part of REAP's statewide program to help Alaska reach statewide energy goals.</p>	<p>FVCC with non-profit organization, utility companies.</p>	<p>Near-term</p>	<ul style="list-style-type: none"> ● Seek funding with partners to make Fairview a pilot project for identifying and tracking changes in energy use. ● Identify existing data about energy use in Fairview in terms of commercial, residential and industrial use of energy and money for electricity, transportation and heat. ● Publicize energy-saving advantages of living/locating a business in Fairview based on its strategic location, near job and commercial centers, transportation linkages.
<p>3.12 Establish new partnerships between Muni and DOT&PF to develop covers with vertical structure emphasizing mixed-use development along with parks and open space. (Detailed mitigation is defined through 2.7 and 2.8).</p>	<p>MOA, DOT&PF, FVCC.</p>	<p>Near to Mid-term</p>	<ul style="list-style-type: none"> ● Work with DOT&PF to develop standards for more robust engineering covers to support higher weights of vertical structures.
<p>3.13 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.</p>	<p>MOA, DOT&PF, FVCC.</p>	<p>Near to Mid-term</p>	<ul style="list-style-type: none"> ● Work with DOT&PF to develop standards for more robust engineering of covers to support higher weights of vertical structures. ● Work with Heritage Land Bank to add air rights and new covers to their future asset inventory.

4 FOSTER CLEAN, SAFE POSITIVE STREETS + SIDEWALKS			
4.1 Improve the year-round walking experience – keep sidewalks clear of snow.	FVCC with state and local transportation and public infrastructure agencies, local landowners, University (for research), MOA.	Near-term to long-term	<ul style="list-style-type: none"> ● Review Municipal snow removal plan and priorities for Fairview. ● Phased removal of rolled curb with curb and gutter and require curb and gutter in redeveloping areas. ● Integrate snow storage areas into streetscape design. ● Create snow cistern proto-type project. ● Investigate cost-benefit of heated sidewalk installation in select areas. ● Consider establishing/extending the boundary for property owners to clear adjacent sidewalks. ● Carry out a neighborhood pride program, (with awards!) for the streets where residents/businesses are first/best to clear their sidewalks. ● Create a “Snowfighters brigade.” ● Investigate Westcott Neighborhood in Syracuse, NY neighborhood snow removal program as a possible model.
4.2 Distribute social service facilities equally throughout Anchorage.	FVCC; with MOA. & developers, non-profit organizations.	Mid-term	<ul style="list-style-type: none"> ● Continue to advocate for Fairview interests; educate decision makers about the equitable distribution of facilities around Anchorage
4.3 Improve neighborhood design to increase the number of “eyes on the street.”	FVCC.	Mid-term	<ul style="list-style-type: none"> ● See <i>neighborhood character/land use section</i>. ● Address current building setback requirements to promote a more pedestrian scaled walking environment, and to move parking to the rear with “build to” requirements.
4.4 Implement the coordinated program to address homeless and chronic public inebriates proposed by the Fairview Business Association.	Fairview Business Association, MOA, in coordination with non-profits, organizations such as CIRI, SCF.	Near-term to Mid-term	<ul style="list-style-type: none"> ● See detailed tiered steps in Economic Revitalization plan (Appendix A) including: <ul style="list-style-type: none"> - Treatment for those who want it. - Wet housing. - An urban spirit park for those who choose to be homeless. - Greater enforcement of public drinking laws.

4.5 Create a community where people and property are safe from harm.	FVCC.		<ul style="list-style-type: none"> • Expand community patrol. • Advocate for community policing. • Work with CAPS team to target problem locations. • Support landlords in efforts to attract quality tenants.
4.6 Engage local residents in taking responsibility for their streets.	FVCC.	Near-term	<ul style="list-style-type: none"> • Recharge the Fairview Community Patrol. • Re-establish the Block Watcher initiative.
4.7 Enlist Social Service Providers in active efforts to mitigate negative externalities of their operations.	FVCC and social service agencies.	Near-term	<ul style="list-style-type: none"> • Establish Fairview Stewards funded and coordinated by Social Services providers modeled after Downtown partnership ambassadors. • Educate Homeless Coalition participants on the positive impacts of such an approach.

5 MAINTAIN GREEN SPACE – FROM THE FRONT YARD TO COMMUNITY PARKS

5.1 Increase the supply, quality, safety and accessibility of well-maintained local parks and open spaces.	<p>Local recreation agencies, schools.</p> <p>Local, regional and national foundations and funders.</p>	Mid-term	<ul style="list-style-type: none"> • Work with MOA parks to inventory current parks and open space in the area today relative to established standards; identify needs for different scales of parks, from neighborhood, to district to community scale. • Check in with Parks Foundation, with MOA parks for status, “report cards” of local parks. <ul style="list-style-type: none"> - Improve grass in Fairview Elementary. • Determine priorities for new sites for green space and improvements. <ul style="list-style-type: none"> - Determine user needs and upgrades in Eastchester Park. - Expand Sitka Park west to bluff. - Convert old Native Medical Center to park use. - Create a “Walk of Heroes” in Fairview Lions Park.
5.2 Improve and identify linkages to the Ship Creek and Chester Creek greenbelts and trail systems.	FVCC with local recreation agencies, state and local transportation organizations.	Mid-term to Long-term	<ul style="list-style-type: none"> • Target sidewalk improvements such as street trees, snow removal, signage and pedestrian amenities along Cordova and Karluk. • Coordinate with AK DOT on street improvements. • Construct a separated trail connecting Ship Creek greenbelt to Chester Creek greenbelt.

5.3 Preserve natural terrain, drainage and vegetation in public and private spaces.	FVCC with local and state recreation organizations, public infrastructure agencies.	Near-term	<ul style="list-style-type: none"> • Inventory trees in neighborhood to add to Muni database. • Increase awareness of the benefits of the urban forest. • Pervious pavers on alleys when repaving if possible.
5.4 Improve neighborhood landscaping.	FVCC, local non-profits, school.	Near-term	<ul style="list-style-type: none"> • Add vegetation requirements to design standards applied to conditional use high-density developments (see neighborhood character, land use). • Link with Anchorage and Valley greenhouses and ASD to investigate option for a community-wide tree-planting event, using donated materials and local volunteers. • Engage with property owners on a community gardening initiative for un-built lots. • Require a three to five-foot landscape buffer between sidewalks and travel lanes. • 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 safety play areas for children.
6 CREATE A MORE LIVEABLE WINTER CITY NEIGHBORHOOD			
6.1 See strategies other goals for snow removal and overlay zones.	FVCC, property owners, street maintenance.	Near-term	<ul style="list-style-type: none"> • Revisit Municipal Snow Removal Plan for the Fairview Council area. • Promote growth of the Fairview Snowfighters.
6.2 Establish a neighborhood winter festival.	FVCC, Parks and Recreation, GBA.	Near term	<ul style="list-style-type: none"> • Work with Anchorage Fur Rendezvous to include event • Work to re-institute flooding of volleyball court in Fairview Lions Park for ice rink. • Work with FBA to identify event sponsors.
6.3 Promote greater use of winter lights.	FVCC, property owners, MOA	Near-term	<ul style="list-style-type: none"> • Re-start “Lights and Flowers” initiative.

7 PROMOTE LIFE-LONG LEARNING AND COMMITMENT TO EXCELLENCE IN EDUCATION

<p>7.1 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.</p>	<p>FVCC, Anchorage School District.</p>	<p>Near term</p>	<ul style="list-style-type: none"> • Engage community and neighborhood businesses in presentation of annual academic awards for elementary and middle school students. • Support efforts of teachers and staff at local schools to implement higher standards. • Establish after-school and evening tutoring, study halls and mentoring services at neighborhood locations including the Fairview Community Recreation Center, Anchorage Senior Center, local churches and others. • Support development of a more comprehensive Fairview Education Plan that will engage all stakeholders in a coordinated strategy to accomplish the educational goals of the Community Plan.
<p>7.2 Turn Fairview Elementary into a magnet school</p>	<p>FVCC, Anchorage School District.</p>	<p>Near-term to Mid-term</p>	<ul style="list-style-type: none"> • Meet with PTA and principal to determine interest. • Conduct a study to determine viability of specialty area such as Arts and Music.
<p>7.3 Restore computer lab at Fairview Recreation Center.</p>	<p>FVCC, Parks and Rec, ASD, Alaska Department of Workforce Development.</p>	<p>Near-term to Mid-term</p>	<ul style="list-style-type: none"> • Coordinate joint meeting to develop Action Plan. • Identify locations of comparable services within the Neighborhood.
<p>7.4 Promote development of a Neighborhood Education Plan.</p>	<p>FVCC, ASD.</p>	<p>Near-term to Mid-term</p>	<ul style="list-style-type: none"> • Identify funding sources. • Identify plan lead. • Consider the following for implementation in the Fairview Neighborhood Education Plan at Fairview and Denali schools: <ol style="list-style-type: none"> 1. Make all playgrounds inclusive and accessible. 2. Add additional equipment and fitness opportunities to develop life-long habits. 3. Establish Fairview and Denali schools as the first edible school yards in Alaska to help address the thousands of Anchorage school children who are food insecure. 4. Install Little Lending Libraries on every block throughout the neighborhood. 5. 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.

8 CREATE OPPORTUNITIES FOR CIVIC ENGAGEMENT BY CITIZENRY

8.1 See strategies in other goals such as the neighborhood Block Watch initiative, Fairview Snowfighters and improvements to the Fairview Recreation Center.			
8.2 Strengthen institutional efforts to promote civic engagement.	FVCC, UAA.	Near-term	<ul style="list-style-type: none"> • Establish partnership with UAA Center for Community Engagement.
8.3 Promote greater use of flowers in the neighborhood.	FVCC.	Near-term	<ul style="list-style-type: none"> • Re-establish flower patrol. • Identify coordinator for planting of diverters and other landscape features.

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FAIRVIEW LAND USE PLAN MAP

The Fairview Land Use Plan Map (LUPM) depicts and translates the goals and strategies of the Fairview Neighborhood plan into mapped form. The Fairview LUPM identifies intentions for future types and intensities of land uses and development. The map also provides a reference point for recommended zoning in the Fairview area. The Fairview LUPM builds from the Municipality's most current Land Use Plan Map, which was last formally adopted in 1982. The Fairview LUPM also reflects the policies of *Anchorage 2020*.

The Fairview LUPM incorporates similar general land use categories that are currently being proposed for a Municipal-wide LUPM update. Each of the Fairview LUPM land use categories is associated with a group of implementing zoning categories identified in **Table 8** on the following page. The information provided on both the Fairview LUPM and in Table 8 was discussed during the public hearing and adoption process for the Fairview Neighborhood Plan and is specific to the Fairview Neighborhood planning area. As noted above, the information provided on the Fairview LUPM and in Table 8 communicates the desired future development and redevelopment goals and strategies specific to the Fairview Neighborhood.

KEY POLICY DIRECTIONS

The Land Use Plan Map identifies the intentions for future land use types and intensities of development within the Fairview Neighborhood Plan area. The accompanying **Table 8** depicts the implementation zoning districts most compatible with each land use designation along with the range of residential dwelling units that this plan intends per gross acre of residential and/or mixed-use areas.¹³

The table is color-coded with the corresponding land use plan map categories. A description of each land use category follows with the implementing zoning to further explain how Fairview may be developed.

*Dwelling units per gross acre (DUA) is a measurement of the gross property size, which includes in the calculation of that gross acre of property the following:

- The area that will be occupied by the development,
- Any required public rights-of-way,
- Any required utility easements, and
- Any other non-residential uses that may require a dedication from the gross area of the property.

Land Use Plan Map Designations	Zoning Districts	Range of Residential Densities
RESIDENTIAL		
Low Intensity, detached	R-1, R1-A	1-4 DUA*
Low to Medium Intensity	R-2F, R-2M, R-3	Up to 15 DUA
Medium Intensity	R-2M, R-3	Up to 40 DUA
City Center Intensity	R-3, R-4, R-4A	>35 DUA
COMMERCIAL		
Office Low Intensity	RO-Residential Office, R-3	Up to 40 DUA
Commercial Corridor	B-3, I-1	
Fairview Mixed-use Corridor	B-3, R-4, R4-A	> 35 DUA
Major City Center	TBD by DT-1, DT-2, or DT-3	60+ DUA
INDUSTRIAL		
Industrial Commercial	I-1 Light Industrial, I-2	
Industrial	I-2	
PUBLIC and OTHER		
Park (PR) or Natural Area	PR, PLI	
School + Community Institutional	PLI	
Major Transportation Facility	I-1	

Table 8 – Zoning Categories

¹³ See New Title 21-Table 21.05.01 for additional information



fairview neighborhood LAND USE PLAN MAP

- Fairview Neighborhood Plan Boundary
- Multi-use Path
- Water

Fairview Land Use Designations

Commercial and Industrial

- Office, Low Intensity
- Commercial Corridor
- Fairview Mixed Use Corridor
- Major City Center
- Industrial / Commercial (Limited)
- Industrial

Residential

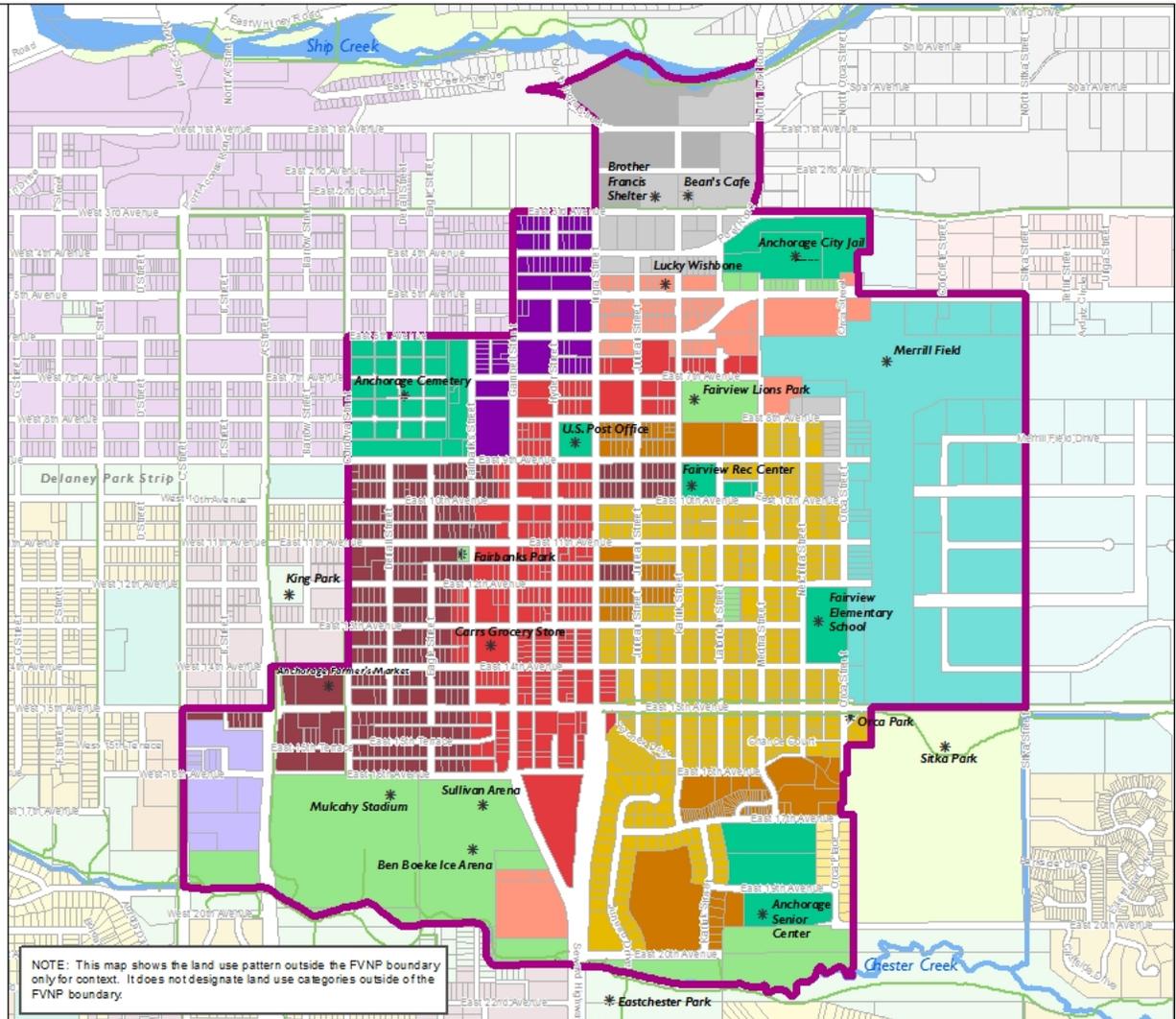
- Low Intensity, Detached
- Low and Medium Intensity
- Medium Intensity
- City Center Intensity

Public and Other

- Park or Natural Area
- School or Community Institution
- Major Transportation Facility

Adopted September 9, 2014
Assembly Ordinance No. 2014-108

AGNEW :: BECK



NOTE: This map shows the land use pattern outside the FVNP boundary only for context. It does not designate land use categories outside of the FVNP boundary.

A larger version (11"x17") of the Land Use Plan Map is also provided in the back pocket.

RESIDENTIAL:

Low Intensity ~ Detached: One block in the Fairview Neighborhood retains this designation to provide for the predominately single family homes in this area. Future redevelopment may allow up to 4 dwelling units per gross acre on this block. The existing housing is comprised of single-family split level ranch houses on large lots. There is the potential for additional housing units through mother-in-law or accessory dwelling units in this area. This block adjoins public park land and institutional senior housing. The area is not impacted by high volumes of through traffic and that is not anticipated to change. This land use designation is implemented by R-1 and R-1A zoning districts with up to 4 dwelling units per gross acre allowed.

Low to Medium Intensity: Sustains the primarily single family detached / duplex residential character of the east side of the Fairview neighborhood through an improved development review and development standard process with option for rezoning in specific locations. New multifamily residential development (4-plex and above) may be permitted in portions of this area. The anticipated future overlay for this area is intended to provide relevant design standards to ensure that future development will be a good fit within the neighborhood's predominately single family character supporting safe walkable streets. This land use designation is implemented by the R-2F, R-2M, and R-3 zoning districts with a range of 8-15 dwelling units per gross acre allowed.

Medium Intensity: Provides for a compatible mix of multi-family and attached housing choices complementing the efficient use of residential land near community services and commercial mixed-use areas. This includes the Fairview Mixed-Use Corridor area and the higher-density area of south Fairview currently experiencing, or anticipated to develop with this land use pattern. These areas could be increasingly supported by transit and are located within walking distance to the trail system and parks. The land use category is implemented by the R-2M and R-3 zoning districts and a range of 15-40 dwelling units per gross acre are allowed.

City Center Intensity: High-density, multi-unit developments interspersed with single-family homes are found throughout the West Fairview area. This mostly residential area abuts Downtown and the South Addition neighborhoods contributing to walkability, access to biking, trails, parks, retail, restaurants and Downtown employment. This range of housing types can provide some affordability with a mix of infill development, while supporting the single-family development through encouragement of maintenance and improvements. This land use category is implemented by R-3, R-4, and R-4A zoning districts and >35 dwelling units per gross acre are allowed.

COMMERCIAL:

Office | Low Intensity: Located along C Street between 15th and 20th avenues, this area is developed as office, mixed-use office and residential, educational and social services. Redevelopment could support more neighborhood retail and office uses including some scaled parking structures to serve the existing businesses and the sports arena. Small scale retail commercial uses may supplement office and residential development subject to limitations set forth in the implementation zoning. This land use designation is implemented by RO and R-3 zoning districts with up to 40 dwelling units per gross acre allowed.

Commercial Corridor: Supports auto-oriented commercial activities and development. Commercial and Light Industrial uses are allowed. Typical of the Fairview Neighborhood are retail sales, auto sales and repair, retail and wholesale aviation industries. As one of the primary gateways into Anchorage, this area is primed for redevelopment and encouragement of new businesses that would use under-utilized properties and/or provide desired infill development. This land use designation is implemented by the B-3 and I-1 zoning districts. Greater than 35 dwelling units per gross acre are allowed in the B-3 zoning district.

Fairview Mixed-Use Corridor: Also called out as Fairview Main Street on the Fairview Guidemap¹⁴ this area is identified between Ingra and Fairbanks streets and Chester Creek and East 3rd Avenue. Implementing the Fairview Mixed-Use Corridor will aid the community in securing funding for under-grounding of utilities, funding and completion of the Gambell Street Redevelopment Project, support for the Fairview/East Downtown Revitalization Area, and the over-arching desire of the community to reclaim this integral part of the neighborhood from undesirable 1980's transportation and development decisions. *See the detailed definition on page 86.*

Major City Center: The *Downtown/East Avenues* sub-district of Downtown Anchorage includes a portion of Fairview between Ingra and Gambell streets and East 9th and 3rd avenues, and the area east of Fairbanks Street between 6th and 9th avenues. This area is comprised of a variety of uses and building heights with disbursed high rise development on the edge of Fairview. This area also borders the Fairview industrial area on east the northeast and the Fairview Mixed-Use Corridor to the east and south. This area is desirable for medium to high density development with mixed-use, and is anticipated to contribute to and support new and existing residential and commercial development that is walkable, including reduced requirements for parking.

¹⁴ See Fairview Guidemap Insert

Tall building massing will be set back from streets and steps down to the pedestrian scale at street level, and is sensitive to micro-climate effects. Timing of redevelopment in this area could have a catalytic effect and contribute to the success of the Fairview Mixed-Use Corridor due to its inclusion in the Fairview/East Downtown Revitalization Area. Also see: *Destination Downtown: Anchorage Downtown Comprehensive Plan* for further information on this area. Intended future development is between 2-10 stories, incorporating medium to high-density residential, live/work, office, hotel, and local serving retail. Existing uses that are compatible with a pedestrian-oriented and residential community are allowed. The DT-1, DT-2, and DT-3 zoning districts are yet to be developed for this area of *Downtown/East Avenues* sub-district of Downtown Anchorage. The current land use designation allows from 20 to 60 plus dwelling units per gross acre in this area.

INDUSTRIAL:

Industrial / Commercial (Limited): The Industrial area in Fairview to the very north of the neighborhood contains a concentration of social services providers and some small business adjacent to the Anchorage City Jail. This Industrially-zoned property could be redeveloped to the highest and best use to create an environment for various types of industrial uses not presently found in this area. Light Industrial uses are encouraged and could include general manufacturing, processing, service, storage, wholesale, and distribution operations. The northern Industrial area has efficient access to a major transportation route. The Industrial properties adjoining Merrill Field and located in the East Fairview Neighborhood Area will require mitigation such as landscaping and/or fencing, which has been identified in the Merrill Field Master Plan. This land use designation is implemented by the I-1 and I-2 zoning districts.

Industrial: Some heavy industrial development similar to what is described above could occur with the proper mitigation of impacts on surrounding properties and natural resource area of Ship Creek. This land use designation is implemented by the I-2 zoning district.

PUBLIC AND OTHER:

Park or Natural Areas: These areas provide passive and active indoor and outdoor recreation and community amenities, conservation of natural areas, and trail corridors connecting to Anchorage's local and regional trail and park system. In the Fairview Neighborhood this includes two local parks, regional recreation and community facilities including Mulcahy Stadium, Sullivan Arena, and Ben Boeke Ice Arena, and a large section of the Chester Creek Trail System. All properties are currently owned and managed by the Municipality of Anchorage and could be redeveloped as master planning and project funding becomes available. These sites are intended to remain park and natural areas. This land use designation is implemented by the PR and PLI zoning districts.

School or Community Institutional: The Fairview Recreation Center, Anchorage Senior Center, Fairview Elementary, Anchorage Cemetery, Fairview Post Office, and the Anchorage City Jail are located in the Fairview Neighborhood Plan Area. The most common uses found under this land use designation are primary and secondary schools, religious organizations, and other community institutions such as community centers, museums, libraries, and detention centers. These land uses are usually accompanied by larger campuses and provide a community service. The land use category is implemented by the PLI zoning district.

Major Transportation Facility: These facilities are land intensive and essential to Anchorage's economy. The Fairview Neighborhood Plan includes strategies to manage and minimize the impacts from Merrill Field to the adjacent Fairview residential development located due west of this very active general aviation airport. Federal Aviation Administration requirements also support management and development of Merrill Field as a good neighbor to the Fairview Neighborhood. Any upgrades and redevelopment at Merrill Field using Federal funding will include strategies from the Fairview Neighborhood Plan and Merrill Field Master Plan. This land use designation is implemented by the I-I zoning district.

FAIRVIEW MIXED-USE CORRIDOR

The purpose of the Fairview Mixed-Use Corridor is to identify an area that is targeted to create a robust pedestrian-scale residential and commercial corridor that contains services that will not only support a vibrant engaged community, but that will also attract visitation and use by those in areas located nearby, and ideally within walking distance. An overlay for the Fairview Mixed-Use Corridor will be developed as the next step in this planning process. In the interim, the Fairview Community Council has defined the intent of this 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 of 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 storefront. Current zoning and land use designations preclude this kind of development.

FAIRVIEW MIXED-USE CORRIDOR DEFINED:

The Fairview Mixed-Use Corridor is a diversity of land uses compatible with pedestrian scale and shared tenant-ship with residential uses. This does not preclude zoning designations that include B-3, but the scale of such uses needs to be compatible with a dense pedestrian population. Box stores, high-rise office buildings, and multi-family mixed-use 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 volume and vehicular patrons passing through the area. Residential development is encouraged, complete with commercial uses for the mixed-use corridor and supported through tax incentive programs adopted by the Municipality and the State. The range of residential densities to be achieved is greater than 35 dwelling units per gross acre (DUA).

The commercial/industrial area of north Fairview and in the Ingra/Gambell corridor has been identified as a distressed area. Planning, transportation, and human services issues have created an area that dis-incentivizes investment. Current land use designations do not reflect what exists in this area or what its potential could be. The FVCC envisions a high-density, mixed-use, mixed-income area that takes advantage of the area's strengths while allowing the best use of the land. The FVCC wants to allow for both high density housing and existing commercial uses as developers see most fit. Industrial uses, which would have deleterious impacts on residential neighbors, are not appropriate land uses.

The Fairview Mixed-Use Corridor designation would allow for a diversity of zoning designations in the area. This zoning includes B-3, and R-4, and R-4A. The land use designation provides the basis for complementary strategies identified in other parts of the plan such as: allow for build-to zones along Ingra and Hyder, develop off-site parking structures to allow for reduction of on-site parking requirements, allow for tax abatement for investment in public infrastructure and identify funding sources to assist developers in mitigating existing environmental liabilities. Combined these strategies will enable the economic opportunities we envision for this corridor. The Fairview Mixed-Use Corridor designation is also intended to protect and increase high-density housing in the corridor with the intent to develop a new overlay designation for adoption that enables the highest and best use of all properties in the corridor. Properties currently zoned R-4 today within the Fairview Mixed-Use Corridor may be rezoned to R4-A or B-3 as long as the residential density of 35 DUA or greater are achieved.

MIXED-USE CORRIDOR GOAL

Provide edge of development transition to the commercial areas in the northern section of East Fairview to promote future development in harmony with the Mixed-Use Corridor. Redevelopment should promote the integration of a pedestrian-scaled street environment and Winter City design principles where opportunities are present.

AREAS ADJOINING FAIRVIEW MIXED-USE CORRIDOR

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 winter city design principles.



Mixed-Use Development Examples in Alaska
Mountain View in Anchorage ~ Downtown Palmer

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APPENDIX A: OVERLAY DISTRICTS | DESIGN GUIDELINES | TITLE 21

OVERLAY DISTRICTS

The overlay districts included in this plan are intended to give the neighborhood more flexible control over zoning decisions than currently exist. A follow-up implementation item to the adoption of this plan will be a process to determine appropriate zoning and development guidelines for the four overlay districts.

The Anchorage Planning and Zoning Commission will be poised to approve the overlay districts as members of the commission participate in the confirmation and development of the appropriate uses for the overlay districts, design guidelines for the districts, and reconciliation between the New Title 21 and neighborhood plan as the next stage of implementing this neighborhood plan.



This chapter includes a description of the four overlay district areas. In these four areas there is the potential for zoning changes that could encourage development through a clear and straightforward entitlement process that supports the goals and objectives of this plan. The specific intent for each of the overlay districts is developed to support the long-term and sustainable development and redevelopment in the Fairview neighborhood. The following design objectives and recommendations should form the basis for crafting one or more overlay districts to help implement the desired type of redevelopment envisioned in the Fairview Neighborhood Plan.

The overlay district should involve a comprehensive look at what the currently adopted zoning code allows. The overlay district may in some instances be more or less restrictive than code. For example, it could provide some relief from parking requirements for individual lots but may require some specific building, landscaping and accessibility design elements. The design guidelines will not be effective until implemented via Anchorage Assembly approval.

The Fairview Neighborhood Land Use Plan Map and Guidemap both identify areas of Fairview with distinct characteristics and goals. In four of these areas, the potential for zoning changes through the passage of an overlay district(s) has been identified. Those four areas are:

- Sullivan Arena
- Gambell Street Corridor
- East Fairview
- West Fairview

The overlay district language should clearly state the basic objectives of the additional regulation in these areas and note that an overlay district should be drafted with input from the residents, property owners, and the Planning and Zoning Commission. The goal of the overlay district should be to encourage development and make the entitlement process clear and straightforward, while also achieving some clearly stated community goals.

SULLIVAN ARENA AREA OVERLAY DISTRICT

The intent of the Sullivan Arena overlay district is to manage parking and access issues created in the area during special events, in addition to supporting new parking management and access facilities that may contain retail and food services for those attending special events, and for the closely adjacent residential areas.

Zoning should support a district parking approach to development. Some form of area plan should be required that also looks at circulation and linkages as a pre-requisite to an overlay district in the Sullivan Arena area as captured in Implementation Item 2.3.

GAMBELL STREET CORRIDOR OVERLAY DISTRICT

The Gambell Street corridor overlay district is intended to facilitate the restoration of small businesses, provide mixed-use development that promotes walkability, and integrate the proposed traffic-calming projects studied and supported by the recommendations found in the Gambell Street Redevelopment Project. This also includes removal of utility poles and boxes, reduction in travel lanes, and implementation of the MOA's Deteriorated Properties code, Chapter 12.35 approved by the Anchorage Assembly. Incentives will be created for economic development through Chapter 12.35 as each developer seeks to pursue the allowable tax incentives for redevelopment on their individual properties within and adjacent to this corridor.

EAST FAIRVIEW OVERLAY DISTRICT

East Fairview will remain low-intensity in development with detached single family and some multi-family housing. Mitigation of non-responsive or absentee landlords/landowners will be addressed with this overlay, in addition to design guidelines that address ongoing issues identified from past multifamily housing development that tends to isolate multifamily residents from their neighbors in this area. This area also contains several properties that have been considered eligible for historic property and/or historic district nomination.

Adopt Low and Medium Intensity designation in this area to reflect historic pattern of single family, duplex and small lot pattern. Require larger structures (e.g., mostly tri-plexes and above to be contextually compatible with the surrounding properties.

WEST FAIRVIEW OVERLAY DISTRICT

West Fairview is adjacent to the Downtown and South Addition neighborhoods and was included in the City Center Intensity land use category because of this proximity. In this area small lots may be consolidated as redevelopment responds to a renewal of downtown Anchorage where it is anticipated that increased commercial, retail, and dense housing options would be desired and co-located. This area is also adjacent to the Army Housing – Block 13 Historic District that is currently under evaluation as a National Historic District. Design standards in this area would address preservation of alleys, context-sensitive design of buildings and outdoor amenities and landscaping, provision of pedestrian and bicycle routes for increased walkability and safety.

SAMPLE DESIGN GUIDELINES

The following design guidelines may be considered for a specific overlay areas as applicable. The following is not meant to be an exhaustive list and additional efforts, as noted above, will be necessary to finalize design guidelines for each of the districts. An in-depth explanation of each district should be included that clarifies the intent of the potential overlay, and the associated design guidelines that would be desired for that area. This includes whether the design guidelines address commercial, industrial, or residential areas. The design guidelines should be straightforward and understandable by the general public, property owners, and developers as redevelopment is planned and constructed. Additionally, sample cross-sections for major roadway improvements are included in this appendix with the potential for consideration in the planning and design of the Seward to Glenn Highways project. This also includes sample cross-sections for the connecting streets.

The design guidelines seek to:

1. Reduce maximization of property for occupancy without amenities for the community.
2. Retain/increase mature trees and green space in the neighborhood.
3. Create interaction between residents, the street, and passers-by.
4. Increase usable green space on each property.
5. Encourage Winter City Design.¹⁵
6. Minimize impacts of larger projects on their neighbors.
7. Encourage and protect “heritage” properties while allowing for development and growth.
8. Reduce the number of absentee landlords.
9. Create a thriving interaction between businesses and residents.
10. Allow for creativity in accomplishing the community’s goals.

RESIDENTIAL AREAS

The following design guidelines will apply to all new development, including single family, duplex, townhomes and small multi-family buildings:

1. In areas with historic pattern of single family, duplex and small multi-family structures with a small lot pattern, larger structures tri-plexes and above would have to be compatible with the surrounding properties.

¹⁵ See sidebar page 48 – **Northern Design Principles**

2. Multi-family buildings need to be consistent with historically smaller homes and duplexes, and the small lot pattern. Many of the 4-, 6-plex, and larger units built prior to zoning code do not adequately address relationship to street, green space, parking, or massing.
3. For multi-family structures (3-plex and up) provide additional design requirements to ensure that massing and design is consistent with the surrounding properties.
4. Accessory Dwelling Units (ADUs) are encouraged and permitted with single and duplex homes.
5. Doors and windows should face the street.
6. Retain green space and save large mature trees to the greatest extent possible, at minimum plant two trees between structure and street.
7. Front entries shall be connected by walkway to the sidewalk.
8. Site garages and located trash collection and other services on alleys when possible or otherwise remove from street out of site.
9. Dumpsters are to be located on alleys, unless the alley is not functioning. Dumpsters not located on alleys should be screened.
10. Require pedestrian-scale development and engaging street frontage.

Overall, maintaining the grid and alley network is important to maintain the integrity of the neighborhood throughout Fairview. In turn this would also support the integrity of the many historic properties and potential historic districts, and the overall quality of life valued by Fairview residents.

Therefore, mitigation of impacts to the neighborhood should be identified with any future infrastructure project. The desire for a cut-and-cover to enable the neighborhood to reunite east and west is a design guideline that should also be determined through the overlay process.

COMMERCIAL – GAMBELL STREET

In the Gambell Street redevelopment area mixed-use is encouraged with ground floor commercial that provides goods and services for Fairview residents, employees, and visitors while helping to contribute to an active street environment:

1. Permitted ground-floor commercial uses in this zone are:
 - a. Businesses that engage in the sale of merchandise, small-scale services (laundry mat, walk-in medical clinic, etc.)
 - b. Typically found within a retail district with 18-hour business operations.
 - c. Zoning should support the District parking approach that includes on-street and shared lots in lieu of per-lot parking requirements to create and/or contribute to a walkable neighborhood. Additional guidelines may be proposed to help foster an active street environment. It is likely that public improvements to streets and sidewalks are necessary to contribute to this.

2. Ground-Floor Retail Active Edge Requirements:
 - a. Façade length must have minimum of 70% (per cent) transparency
 - b. Transparency is measured along a line at 5 feet above the sidewalk along the entire building façade
 - c. Frosted, tinted, reflective glass or other types of glass that diminish transparency are prohibited.

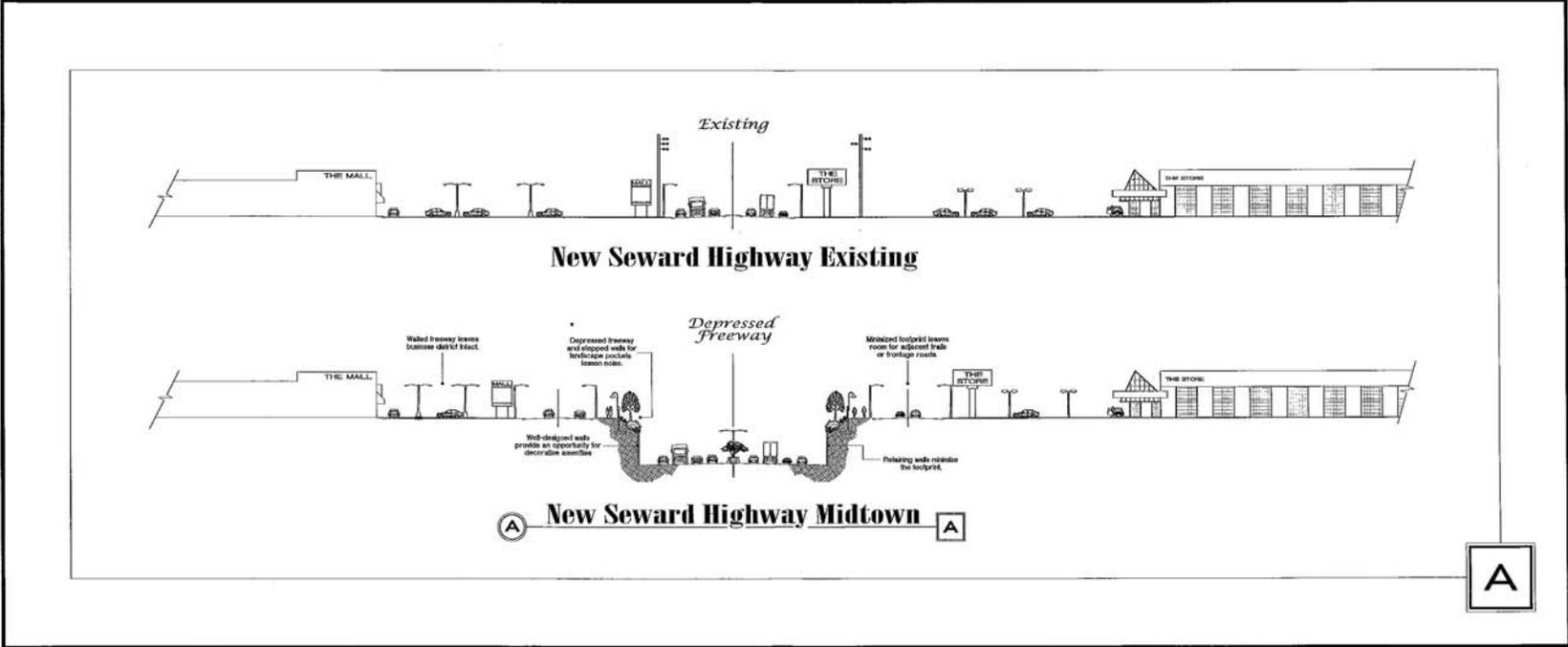
3. Parking lots, service bays/loading bays, curb cuts, and parking garage entrances are prohibited.

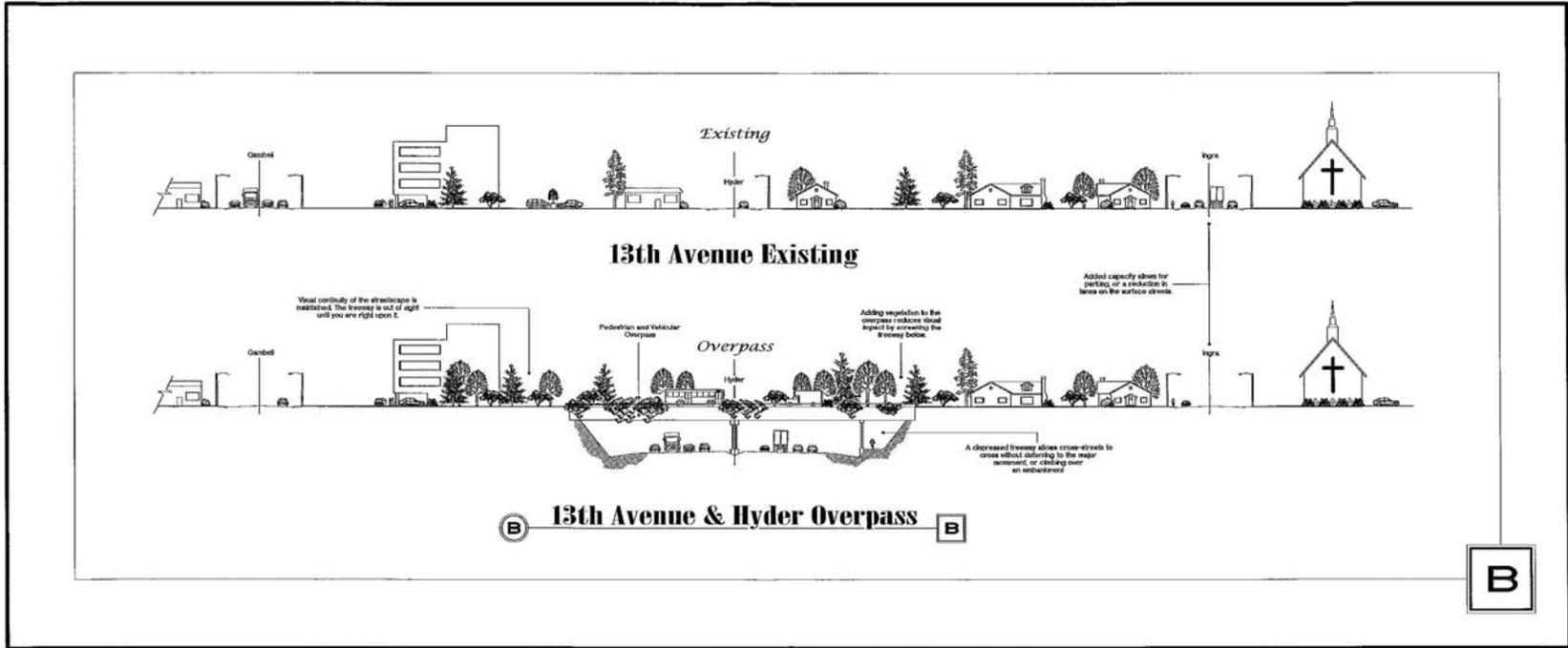
INDUSTRIAL AREAS

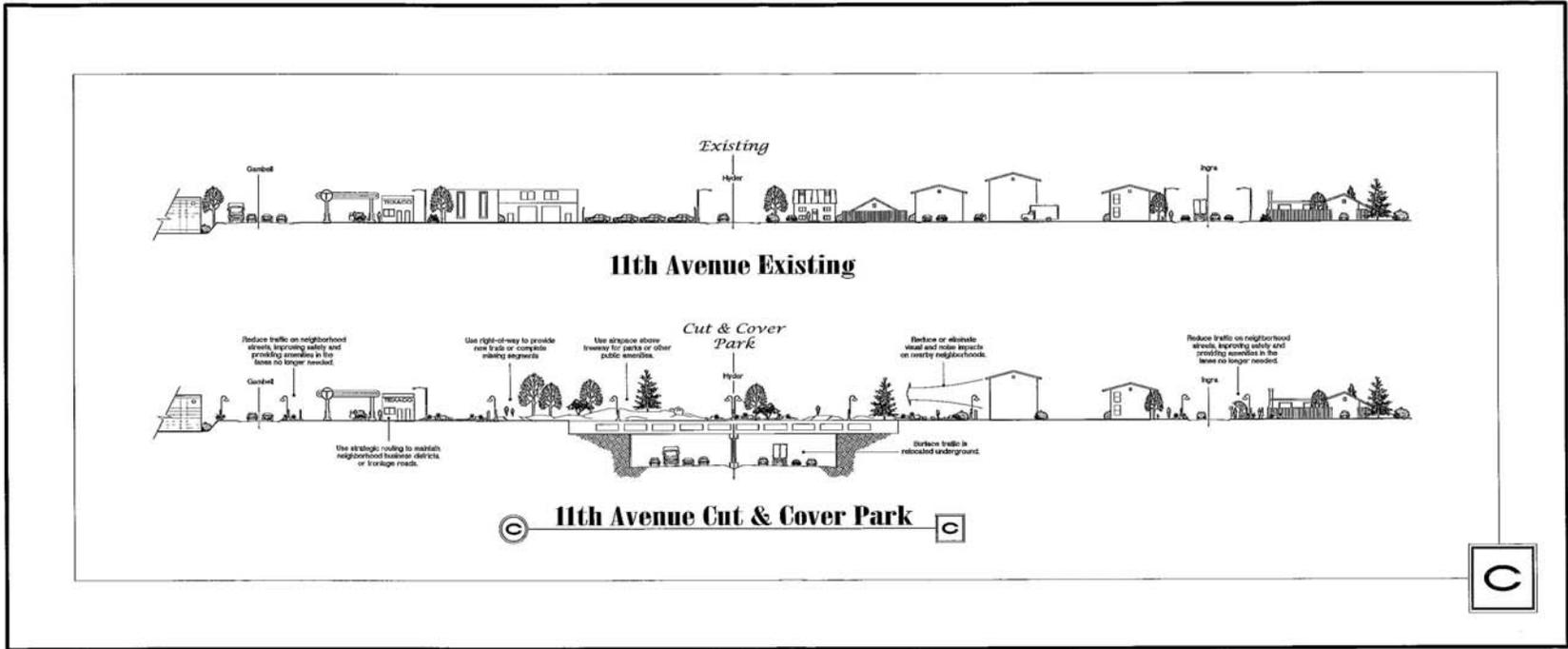
Buffering standards for the industrial area to the east will need further discussion, funding and potential action by the MOA and Merrill Field. Identification of those buffering standards may be available from case studies and best practices that could be researched and reported on.

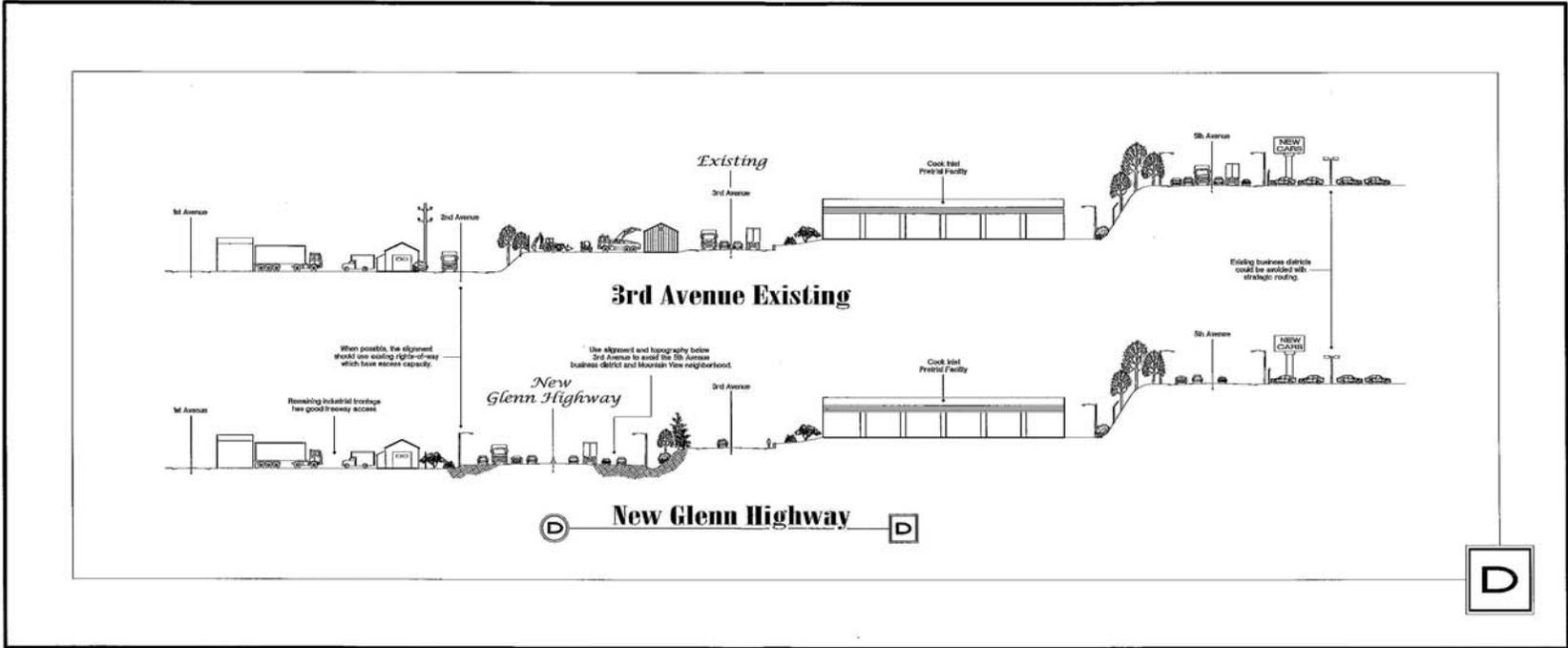
Ultimately, MOA Title 21 requires appropriate buffering to 21.07.080.A.3: “Separate, screen, and buffer adjacent incompatible land uses through the use of landscape plantings, fencing and other appropriate landscape architectural features.”

SEWARD HIGHWAY TO GLENN HIGHWAY AND CONNECTING STREETS SAMPLE CROSS-SECTIONS









NEW TITLE 21

The new Title 21 gives greater input opportunities to the community councils and the public on a variety of projects. Education on the new Title 21 for the community council will assist its members to understand the many project types that will require community input. Imposing the public outreach requirements from the new Title 21 on all projects, whether under the new or old code may be a way for the community to ensure that its voice is heard, and the guidelines for the overlay districts are understood by project developers as noted above.

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APPENDIX B: FAIRVIEW ECONOMIC REVITALIZATION PLAN FAIRVIEW BUSINESS ASSOCIATION

ECONOMIC REVITALIZATION PLAN

Exhibit 17: Preferred Alternative Visualization



SEPTEMBER 2013

PRIMARY PLAN ELEMENTS

Gambell Street Redevelopment Project – converts Gambell Street from 4 lanes to 3, widens sidewalks, undergounds utilities, upgrades street lighting, accommodates snow removal, addresses ADA deficiencies, and improves safety and appearance.

Fairview/East Downtown Tax Abatement Economic Development Zone – as a development incentive allows a developer to write off the costs of required municipal infrastructure against property taxes until it is paid off, at which time full property taxes would be assessed.

Parking structure and entertainment amenities at 15th and Gambell – would reduce traffic congestion during events at Sullivan Arena, would promote restaurant and entertainment amenities, provide space for street level commercial development and support facilities for sports teams.

Housing Development – higher density housing with mixed commercial use in the Economic Development Zone, focus on lower density, owner occupied housing in the residential areas.

Reducing the harm caused by a concentration of public inebriates.

Encourage businesses to improve their own properties.



TABLE OF CONTENTS

Page

4.	History and current conditions
7.	Scope of the Plan
7.	Plan Process
8.	Relationship to other plans
8.	Vision of the Economic Future
10.	Implementation
10.	Transportation
12.	Municipal Tax Abatement Policy
13.	Parking
14.	Housing
14.	Workforce Development
15.	Harm Reduction of Public Inebriates
15.	Signage and Beautification
16.	Events
16.	Zoning and Title 21 issues
16.	Snow Removal and Non Motorized Travel
17.	Promotion and Marketing
17.	Sullivan Arena Development Area

APPENDICES:

I	Fairview Business Survey
II	Traffic Analysis Gambell Street Redevelopment Project
III	Gambell Street Redevelopment Plan and Appendices

HISTORY AND CURRENT CONDITIONS

The Fairview business community has a varied and colorful past. It once thrived as an extension of the downtown core, primarily based around a two way Gambell Street, which featured a mix of service and retail businesses. This included Wally Hickel's first Hotel, the Traveler's Inn on 8th and Gambell, Carr's grocery on 13th and Gambell which was Alaska's first supermarket, Anchorage's first major car dealerships and also included Anchorage's red light speak easy district, called Eastchester Flats in the area where Anchorage's Senior Center sits today.

As documented in the Community History section of the Community plan, a number of developments occurred which weakened the community and business sector and which continue to present challenges for businesses to this day. These include construction of Gambell and Ingra as freeways with little consideration for local businesses or residents, a concentration of low income and single lot multi family housing units (4 plexes and 6 plexes), and a concentration of homeless inebriate services which has come to characterize the perception of Fairview in the minds of many residents and visitors.

The main transportation corridors of 5th and 6th avenues and Gambell and Ingra Streets present both a challenge and an opportunity for the community and businesses that surround them. Most Fairview businesses are located on these streets. Although these roads present an industrial feel and are not pedestrian friendly, in a survey of 70 local businesses completed in 2012 by the Fairview Business Association (attached as appendix #1), businesses identified the presence of the traffic on those roads was a major factor in the success of their businesses. (Approximately 25,000 vehicles per day, Source: Alaska Department of Transportation, Appendix II)

37% of smaller companies (those with less than 20 employees) identified traffic bringing business as a business positive about Fairview. 69% cited "location". 60% of larger companies (those with more than 20 employees) cited traffic bringing business as a positive and "location" at 40%.

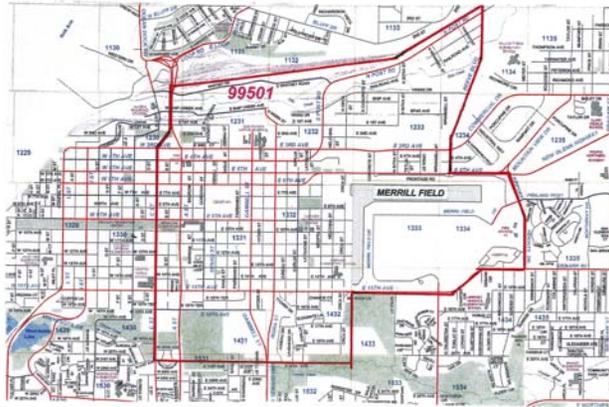
Due to this reliance on traffic generated business, the potential of the Highway to Highway (H2H) project created a concern for many businesses who feared that a trenched solution would take away many of their customers. The uncertainty around this project created a situation where many businesses were unwilling to take the risk of reinvesting in the business district. There is an additional disincentive to development between Hyder and Ingra streets in that the H2H trench is still on the books, even though it has been put off, some say forever, until 2035. It is unfair to the property owners in this area to keep them in limbo and it is a drag on the economic development goals of Fairview to have this dead zone imposed by a lack of decision making.

This dead zone is exacerbated by the Municipal Planning Department claiming an additional 45 foot buffer on either side of the trench which makes additional adjoining lots undevelopable. For this area to responsibly develop it will be necessary to remove the designation of this land as a trenched corridor. As a result of road construction, uncertainty over H2H, and a concentration of public inebriate services in Fairview, some businesses have abandoned Fairview, their empty lots and deteriorated buildings a testimony to the challenges they faced and could not overcome.

On the other hand, those businesses that decided to stay have been very committed to this area, some having been in business in Fairview for more than 50 years. Of the smaller businesses surveyed, their average length of time in Fairview was 17 years. For the larger businesses their average time in Fairview was 25 years. This is a remarkably stable base of business.

However, this longevity is also reflected in the age of business buildings which for smaller companies was 29 years and for larger companies 35 years. For smaller companies 77% of them owned their buildings and for larger companies, 80% of them owned their buildings.

FAIRVIEW BUSINESS DISTRICT



Selection criteria for Fairview Business District

Called "Fairview" because that is the heart of the district, but encompassing additional business areas based on the following criteria:

- Underdeveloped and gentrified properties.
- Location of the major highway transportation corridors in Anchorage: 5th Ave, 6th Ave, Gambell, Ingra, A and C streets, access to the Port and Kabata.
- Location of Merrill Field airstrip.
- Presence of major worker training facilities
- Mixed housing and light industrial, industrial, retail, manufacturing, transportation, hospitality, professional, sports and service businesses.
- Major potential for training, employment and economic development.
- Concentration of homeless and inebriate services and problems.
- A shared vision of success for businesses and workers and nearly unlimited potential for economic and community development.

This overall situation of a solid business base and undeveloped/underdeveloped land has created the conditions for a revitalized business sector and a solid contribution to the preferred scenario (Urban Transition) identified in the *Anchorage 2020* plan. The perception of Fairview as a poor investment location helped avoid the low value development of strip malls that permanently changed the character of other neighborhoods in Anchorage. Fairview is now an ideal location for infill development as part of an economic revitalization strategy.

Since the H2H project has been delayed until at least 2035, Fairview businesses and the Fairview Community council have proposed to make immediate improvements in the main transportation corridors in Fairview to make them more attractive, more pedestrian friendly and safe, and more business friendly. These improvements will endure regardless of which long-term solutions are implemented for H2H or other options.

Fairview businesses have recently organized the Fairview Business Association to promote this development. The following map shows the boundaries of the Fairview Business District. It extends beyond the boundaries of the Fairview Community Council and is based on the indicated common criteria. Since it is a voluntary organization, the FBA can designate its own boundaries and businesses can choose to join or not. Businesses outside these boundaries can join as Associate Members.

The benefits of this development extend far beyond Fairview. As noted in the *Anchorage 2020* plan, referring to development in the downtown/midtown area including Fairview, "There are significant opportunities for further development in these areas, including commercial and residential redevelopment. The continued success of Downtown/Midtown will affect Anchorage's long-term economic vitality and the quality of life for all its residents."

There is substantial strength in the existing, diverse base of businesses and economic activity in Fairview. This includes a mix of retail, banking, hotel, entertainment, restaurant, processing and manufacturing, light and heavy industrial, training, and service, medical, professional and sports businesses. Fairview is also the home to the Sullivan Arena and Merrill Field. Both are substantial economic engines for Anchorage.

Fairview is unlike almost any other community in Anchorage due to the co-location of a commercial center and a substantial residential area. Mixed-use housing and mixed income residential development (with an emphasis on home ownership) can provide further customer stability for Fairview businesses and realize the 2020 Comprehensive Plan ideal of people being able to walk to work. There is also a remarkably stable level of traffic on Gambell and Ingra, (about 25,000 vehicles per day) representing customers and potential customers if we can make the area attractive and safe.

SCOPE OF THE PLAN

This Economic Revitalization Plan addresses key elements necessary for the redevelopment to occur, including transportation, zoning, tax abatement, housing, homeless/inebriate policies, workforce development, signage and beautification, utilities, parking, snow removal, and pedestrian amenities.

The purpose of the plan is to identify specific policy and project alternatives that will be conducive to the economic revitalization of the Fairview business district. This will include recommendations to policy makers, planners, regulators and funding agencies for public or public/private infrastructure projects.

PLAN PROCESS

The Fairview Community Council commissioned the Fairview Business Association to conduct a survey of Fairview businesses to determine their assessment of Fairview as a business location and to identify their ideas for what will improve the business district. (See Appendix I for survey instrument, responses and observations)

The Fairview Business Association has worked closely with the FVCC to harmonize their development activities with the community's vision of a sustainable future for residents and businesses.

The FVCC and FBA held public meetings for businesses and residents to comment on the Gambell Street Redevelopment Plan and the Economic Revitalization Plan and they will be incorporated into the final draft of the Fairview Community Plan for further deliberation and finalization for submittal to the MOA.

The FBA has met with the relevant local and state planning, regulatory and development agencies in the development of this draft plan including Alaska Department of Transportation, Municipal Transportation Planning, Municipal Light and Power, Anchorage Community Development Authority, and the Alaska Mental Health Trust Authority, Anchorage Downtown Partnership, Anchorage Economic Development Corporation, Alaska Housing Finance Corporation, Alaska Trucking Association, and the Anchorage Chamber of Commerce. While we do not claim their concurrence in any aspect of the draft plan, they are aware of our vision and goals and have committed to work with FBA and FVCC to find practical strategies.

RELATIONSHIP TO OTHER PLANS

This draft Economic Revitalization Plan references the appropriate municipal and state plans and ongoing planning efforts that will affect this plan including the *Anchorage 2020* plan, Anchorage Pedestrian Plan, the AMATS Transportation Plan, AKDOT Long-Range Transportation Plan, and the Chester Creek Sports Complex Plan.

These plans are referenced in the Community Vision and Implementation sections. In many cases this Economic Revitalization strategy tracks with existing plans. In others we indicate where we believe these plans and policies need to change to facilitate the economic development and community stability that Fairview envisions.

VISION OF THE ECONOMIC FUTURE

The FVCC and FBA envision a Fairview community with a strong, job providing commercial sector, and a stable and diverse residential area which will lead to a community with strong self identification and portray an attractive image to customers, residents, investors and visitors.

This vision includes the redevelopment or rebuilding of dilapidated structures, infilling of vacant properties, designing and building transportation infrastructure that is more business and resident friendly, training of competent workers for relevant jobs and supporting social service programs which minimize the negative impact of homeless inebriates on the business and residential community.

This vision is consistent with the *Anchorage 2020* plan as stated below:

1. Redevelopment of unused and partially developed parcels and obsolete buildings becomes more economically feasible as Anchorage's vacant land base shrinks. Infill, rehabilitation and redevelopment will reshape and modernize older areas so they can better meet future needs for housing and other uses and activities.
2. Neighborhoods and subareas in and around Downtown/Midtown are targeted for public/private reinvestment.
3. Design standards mitigate impacts of higher densities and address architectural compatibility.
4. Provide incentives for lot consolidation in infill/redevelopment to improve design and compatibility of housing.
5. Avoid incompatible uses adjoining one another.
6. Northwest subareas (including Fairview) this area has the greatest growth potential for renewal and redevelopment. This area has the most multifamily housing, with high occupancy rates by seniors, non family households and single people. There are also some thriving older single-family neighborhoods. In general vacant and older or under-used residential and commercial properties are targeted for redevelopment.
7. Utilities shall be located and designed with balanced regard for the environment, energy conservation, reliability, visual impacts, natural hazard survivability and cost.

The Preferred Scenario in the *Anchorage 2020* Plan is consistent with this draft plan, and in fact, when this plan is implemented, it will help Anchorage reach many of its goals in the Comprehensive Plan.

The Preferred Scenario identifies the priorities for Downtown/Midtown (Including Fairview) in the following Fairview relevant passages:

Issue #1 Downtown/Midtown

These are areas where most of Anchorage's work-places, civic and cultural buildings, and the busiest transportation corridors are located. There are significant opportunities for further development in these areas, including commercial and residential redevelopment. The continued success of Downtown/Midtown will affect Anchorage's long-term economic vitality and the quality of life for all its residents. A dynamic and active set of policies will be required to realize these changes.

This Plan is consistent with provisions of the Draft Anchorage Historic Preservation Plan which includes:

5.16 FV Restore small business corridors, overcome past land use and transportation decisions, and improve walkability and easy access to Downtown.

5.16.1 to the greatest extent possible, redevelop Gambell and Ingra streets into a neighborhood commercial corridor that will unite the east and west sides of the neighborhood.

5.16.3 Identify economic development strategies for Fairview that allow for successful revitalization of a commercial corridor along Gambell and Ingra streets.

5.16.4 Create a program for Sullivan Arena to encourage targeted development, manage event parking, and improve walkability near the arena.

5.16.5 Continue to implement streetscape improvements that encourage walkability, such as crosswalks and pedestrian friendly sidewalks.

6.12 FV Use Sullivan Arena to encourage nearby economic development opportunities along 15th Avenue and Gambell Street.

IMPLEMENTATION

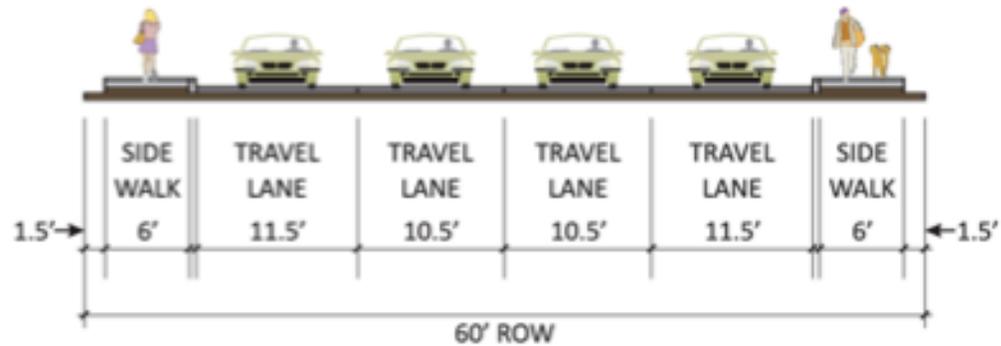
Transportation

- I. The primary transportation project to redefine Fairview is the redesign and redevelopment of Gambell Street. See Appendices III and IV for the Traffic Analysis and detailed description of the project.

The Fairview Business Association sought and received a state grant of \$200,000 for the engineering and public process for this effort. The vision for this project is for a road with widened sidewalks, improved turnouts to local businesses (which could be accomplished with shared rights of way), buried utilities, pedestrian/non-motorized travel amenities, and efficient snow removal. Redevelopment of Gambell Street was strongly supported by businesses in their responses to the business survey.

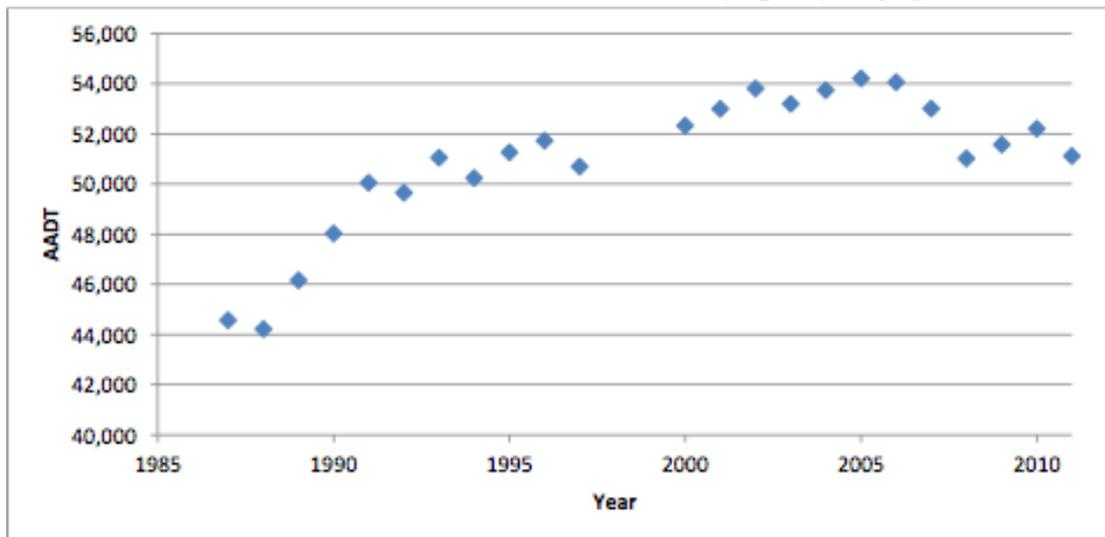
The existing configuration of Gambell Street is unsafe due to loss of lane definition in the winter (reducing to 3 lanes with no lane markings) and proximity of electric line poles to the road, lack of snow storage and removal, sidewalk ADA deficiencies and pedestrian hazards.

Exhibit 1: Existing Cross-Section



For the past 25 years traffic levels on Gambell and Ingra have been steady at around 25,000 per day. See graph below. Loss of this traffic would be a major blow to Fairview businesses. The state has cancelled all public hearings on H2H and the municipality has chosen to focus on the 36th Ave, Benson, Northern Lights and Fireweed Lane bottleneck which is appropriate. H2H has been moved out to 2035 in the Long-Range Transportation Plan with no funding for this massive project identified.

Exhibit 14: Historical AADT data at Gambell St/Ingra St/15th [16]



Still the identification of the corridor between Ingra and Gambell as an Official Streets and Highways right of way continues to depress investment in the area so we recommend that this designation be vacated to allow business and housing development in this corridor.

Likewise, there is substantial concern that no planning has been done for the KABATA project interface with C and A streets and eventually Gambell and Ingra. Where are these additional projected 20,000 to 30,000 vehicle trips a day supposed to go now that H2H is off the table? There may be solutions for this question, but additional of additional freeway lanes on Gambell and Ingra is opposed by Fairview businesses and residents.

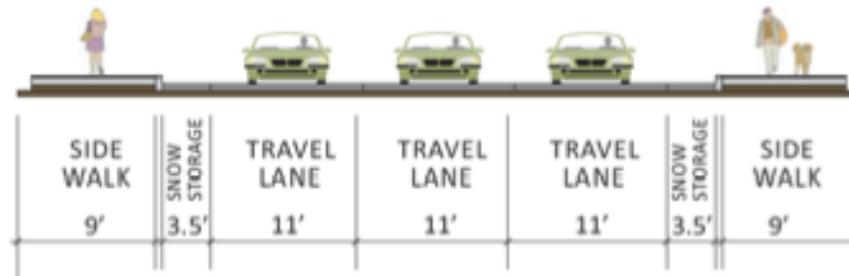
Implementation of options identified during the Gambell Street planning effort including wider sidewalks, buried utilities, light timing could take place during the repaving of Gambell Street scheduled for 2015. The sidewalk corners are out of compliance with ADA and so are several stretches of the sidewalks.

Federal funds are already allocated for the repaving and ADA sidewalk intersections. Federal funds may be used for the sidewalk widening if necessary to meet ADA requirements. State and local funds would be necessary for burying of the utilities and landscaping amenities.

The Fairview Business Association hired CH2MHill/Kittleson Associates to perform the traffic engineering analysis of the redevelopment plan for Gambell Street. Extensive public outreach and a 3 day planning charette were part of the public involvement strategy, which also included an interactive online ability to view and comment on the reconfiguration alternatives. In the end, a preferred alternative was identified and adopted by the FBA and FVCC.

Exhibit 2: Preferred Streetscape Cross-Section Alternative

Preferred Gambell Street Cross-Section

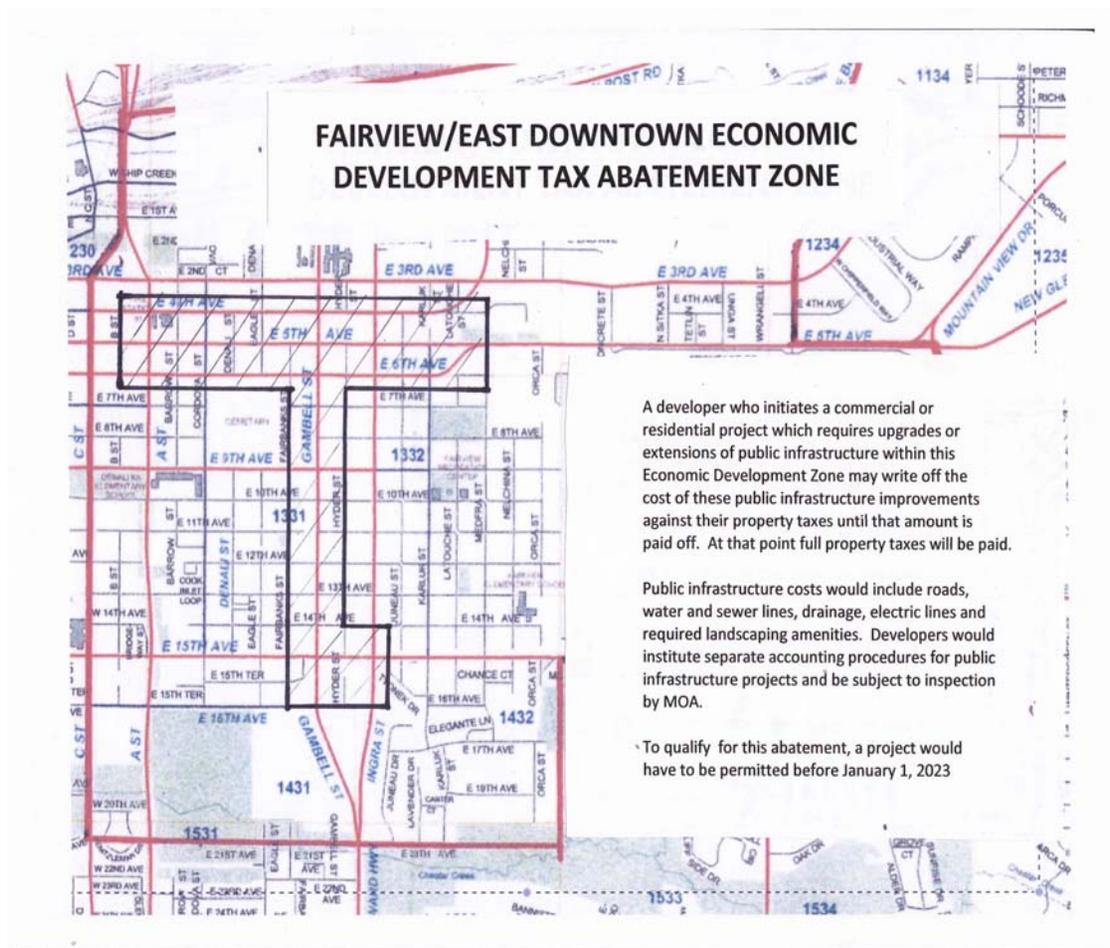


FVCC and FBA will work with DOT and Municipal Transportation Planning to achieve traffic and pedestrian efficiencies and safety within this vision and identify alternatives for rerouting traffic if necessary.

2. Work with Downtown Partnership Association (DPA) to promote a circulating bus to provide convenient visitor and resident travel between downtown and Fairview business main streets. Identify routes and funding sources.

Municipal Tax Abatement Policy

1. Establish tax abatement zone in Fairview/East Downtown to provide economic incentives for businesses to invest in building and redeveloping properties within the boundaries of the map attached as Appendix III. In the business survey, 40% of the businesses indicated that this tax abatement policy would help them in deciding to expand their business in Fairview. We also believe this will be a significant incentive for attracting new business to Fairview.



A developer who initiates a commercial or residential project which requires upgrades or extensions of public infrastructure within this Economic Development Zone may write off the cost of these public infrastructure improvements against their property taxes until that amount is paid off. At that point full property taxes will be paid.

Public infrastructure costs would include roads, water and sewer lines, drainage, electric lines and required landscaping amenities. Developers would institute separate accounting procedures for public infrastructure projects and be subject to inspection by MOA.

To qualify for this abatement, a project would have to be permitted before January 1, 2023

Developers who must upgrade public infrastructure such as water lines, electric lines and transformers, roads and other publicly identified amenities would be able to write those costs off against their property taxes until the cost of the public infrastructure is paid off.

Collaborate with Mayor's office and Municipal Chief Financial Officer to develop practical methods for implementing this policy. Join with Downtown Partnership Association in obtaining Assembly approval for this zone.

This will serve as a strong marketing tool for FBA, FVCC and DPA to attract new investment in this area.

Parking

1. Extend the waiver for onsite parking for businesses and promote public/private projects to build parking at 15th and Gambell and at 5th and Gambell when sufficient business and residential investment justifies it. Work with private investors to create street level and upper level commercial developments as part of the structure. Finance through Community Development Authority. In the business survey 40% of smaller businesses indicated parking structure would be important to their businesses. 33% of larger businesses indicated it would be important to them.
2. Explore shared parking agreements between businesses that have different maximum flows of customers throughout the day and night.

Housing

1. Support mixed development of commercial/high density residential properties in the tax abatement zone and low density owner occupied housing in the residential area. Utilize the provisions of HB50 which allows AHFC to finance development with mixed commercial and residential components.
2. Support development of mixed income housing with focus on home ownership, and workforce affordable housing.
3. Support development of condominium and high density apartments that cater to the growing market of seniors, empty nesters and single and young couples who wish to reduce their driving, be close to the urban center and walk to work.
4. Support development of affordable housing distributed throughout the Anchorage bowl.
5. Support Title 21 and zoning which would facilitate these developments.

Workforce Development

1. Interview businesses to identify their current and future needs for trained employees.
2. Coordinate with training centers, unions and other training facilities to harmonize training with employer needs.
3. Recruit trainees from schools, State Jobs Center, social service programs.
4. Establish a job listing and posting service of FBA website.
5. Promote affordable housing in Fairview where workers could live closer to their workplace.

Harm Reduction of Public Inebriates

Fairview has suffered a disproportionate concentration of social services catering to homeless inebriates which has created a serious public perception problem for customers, employers, investors, residents and visitors. This has also created an unhealthy climate for homeless inebriates in which so many services are offered that almost all of their income can be spent on alcohol. A coordinated program is needed to reduce the negative impact of homeless inebriates on the community.

In the business survey people identified this problem as one of the most pressing issues facing their businesses. Businesses reported frequent hassling of customers and employees (56%), creating a bad image for the business community (53%) and a stunning 60% reporting defecation on their property or misuse of bathrooms.

1. Implement a coordinated program to concentrate on the approximately 400 homeless inebriates who live on the streets of Anchorage and are concentrated in the Fairview/Downtown area.

For those people who are treatable and who want treatment provide a coordinated program of outreach, treatment, workforce development and transitional housing.

For those people who have repeatedly failed rehabilitation efforts, provide wet housing in suitable locations.

For those people who are treatable but just choose the street life, provide a Spirit Park where they can congregate.

Establish a Social Shepherd program to encourage people to congregate at the Spirit Park rather than on the streets in business and residential areas. Utilize these Shepherds in a sustained panhandling abatement program.

Enforce public drinking laws concentrating on business and residential areas.

Encourage Fairview Liquor stores to not sell the most popular, cheap alcohols favored by public inebriates and impose conditions on liquor licenses if necessary.

Signage and Beautification

1. Install attractive street signs consistent with landscaping amenities throughout the community.
2. Install historical recognition signs throughout the community where appropriate.
3. Encourage businesses to improve the appearance of their buildings and grounds. Discourage use of chain link fences and barbed wire. Modify existing fences with wood fascias to improve their appearance.

4. Provide certificates of appreciation to businesses who substantially improve their appearance.
5. Incorporate worker training programs into community and business beautification programs.

Events

1. Organize events to promote Fairview businesses and raise awareness of a redeveloped Fairview.
2. Organize joint marketing campaigns among Fairview businesses

Utilities

1. Underground utilities focusing first on the commercial main-streets and then out to the residential areas as called for in the ML&P utilities undergrounding plan.

Zoning and Title 21 issues

1. Extend waiver from on site parking requirements throughout the Economic Development Tax Abatement Zone.
2. Change zoning to allow for mixed commercial/residential development in the Economic Development Tax Abatement Zone.
3. Streamline the process and reduce the cost for re-platting and combining properties to facilitate construction of mixed income, multi family dwellings in the tax abatement zone that incorporate compatible design standards and open space.

Snow removal and non-motorized travel amenities

1. Promote pedestrian and non-motorized travel amenities to encourage local travel to local businesses.
2. Promote snow removal on sidewalks to promote pedestrian traffic from residential areas to business centers.

Promotion and marketing of investment opportunities

1. Develop marketing materials that illustrate the investment opportunities in Fairview and benefits of the tax abatement zone.
2. Coordinate with real estate developers and financial institutions.
3. Promote awareness of IRS section 1031 provisions that allow for capital gains exempt land transactions that could promote sales of undeveloped and underdeveloped properties to prospective investors.

Sullivan Arena and surrounding area as an Economic AMSA (area meriting special attention)

In nearly every city, the major sports arena is a center for associated commercial activity. In the current situation this is very limited for the Sullivan Arena. Parking is limited, traffic congestion is heavy during events, the arena needs upgrades to attract and service sports, sales, entertainment and other events.

1. Prepare an overall development plan for the Sullivan Arena and surrounding area in a public/private partnership.
2. Incorporate traffic congestion designs into the redevelopment of Gambell Street.
3. Plan and identify a financing strategy to construct a parking/commercial and entertainment facility on the East side of 15th and Gambell.
4. Identify and define the cost of upgrades to the Sullivan Arena and prepare a financing plan to achieve these upgrades.
5. Promote the area as a sports/entertainment venue.

APPENDIX C: ASSEMBLY ORDINANCE 2014-108

Submitted by: Chair of the Assembly at the Request of the Mayor
 Prepared by: Community Development Department, Planning Division, Long-Range Planning Section
 Date: 7-9-14
 Motion to amend the Fairview Neighborhood Plan Land Use Map passed 9-9-14 (Floor Amendment attached)
 For Reading: August 26, 2014

CLERK'S OFFICE
AMENDED AND APPROVED

ANCHORAGE, ALASKA
AO No. 2014-108

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

7 (Planning and Zoning Case 2014-0066)

8
 9 **THE ANCHORAGE ASSEMBLY ORDAINS:**

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

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

17 **21.05.030 Elements.**

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

24 A. Anchorage Bowl.

25 14. Fairview Neighborhood Plan, (insert effective date) (insert AO
 26 no. and date).

27 *** **

28 (AO No. 18-75; AO No. 82-49; AO No. 85-165; AO No. 2000-119(S), § 4,
 29 2-20-01; AO No. 2001-124(S), § 2, 2-20-01; AO No. 2002-68, § 1, 4-23-02;

AO amending Title 21 and adopting the Fairview Neighborhood Plan as an element of the Comprehensive Plan Page 2

3 AO No. 2002-119, § 1, 9-10-02; AO No. 2003-74, § 1, 5-20-03; AO No.
 4 2003-129, § 2, 10-21-03; AO No. 2005-115, § 3, 10-25-05; AO No.
 5 2006-93(S-1), § 2, 12-12-06; AO No. 2007-107, § 2, 8-28-07; AO No.
 6 2008-74, § 2, 6-24-08; AO No. 2009-69, § 2, 6-23-09; AO No. 2009-104, § 3,
 7 9-15-09; AO No. 2009-126, § 2, 12-1-09; AO No. 2010-22, § 2, 4-13-10; AO
 8 No. 2013-151, § 2, 1-14-14)

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

12 **21.01.080 Comprehensive Plan.**

13 *** **

14 **TABLE 21.01-1: COMPREHENSIVE PLAN ELEMENTS**

Area/Topic	Plan	Adoption Date (1)	Amendments
Anchorage Bowl			
	Fairview Neighborhood Plan	AO 2014-108, (2-2-14)	

15 *** **

16 (AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO No. 2013-151, § 3,
 17 1-14-14)

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

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

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ATTEST:

Barbara A. Jones
 Municipal Clerk

(Planning and Zoning Commission Case 2014-0066)

CLERK'S NOTE: MOTION TO APPROVE THIS FLOOR AMENDMENT PASSED 9-9-14.

**Fairview Neighborhood Plan
Proposed Amendment To AO 2014-108**

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

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

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

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

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

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

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

Will there be any public or private economic effect to the proposed amendment?
 YES NO (check one) If yes, please detail below.

**MUNICIPALITY OF ANCHORAGE
Summary of Economic Effects -- General Government**

AO Number: 2014-108 Title: AN ORDINANCE ADOPTING THE FAIRVIEW NEIGHBORHOOD PLAN AS AN ELEMENT OF THE COMPREHENSIVE PLAN, AND AMENDING ANCHORAGE MUNICIPAL CODE TITLE 23, LAND USE PLANNING (OLD CODE--EXPIRES DECEMBER 31, 2014), SECTION 23.05.330, AND AMENDING ANCHORAGE MUNICIPAL CODE TITLE 23, LAND USE PLANNING (NEW CODE--EFFECTIVE JANUARY 1, 2014), SECTION 23.05.030, TABLE 23.05.1.

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

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

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

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

Prepared by: Kristina Bunnell Telephone: 343 7963



**MUNICIPALITY OF ANCHORAGE
ASSEMBLY MEMORANDUM**

No. AM 508-2014

Meeting Date: August 26, 2014

1 **FROM:** MAYOR
2
3 **SUBJECT:** AN ORDINANCE ADOPTING THE FAIRVIEW NEIGHBORHOOD
4 PLAN AS AN ELEMENT OF THE COMPREHENSIVE PLAN,
5 AND AMENDING ANCHORAGE MUNICIPAL CODE TITLE 21,
6 LAND USE PLANNING (OLD CODE—EXPIRES DECEMBER 31,
7 2014), SECTION 21.05.030A., AND AMENDING ANCHORAGE
8 MUNICIPAL CODE TITLE 21, LAND USE PLANNING (NEW
9 CODE—EFFECTIVE JANUARY 1, 2014), SECTION 21.01.080B.,
10 TABLE 21.01-1.
11
12
13

14 On May 12, 2014, the Planning and Zoning Commission (PZC) held a public hearing
15 on PZC Case No. 2014-0066, the March 2014 Public Hearing Draft of the *Fairview*
16 *Neighborhood Plan* (Exhibit A). Based on its review and findings, on June 2, 2014,
17 the Commission recommended approval of the *Fairview Neighborhood Plan* along
18 with several amendments listed in the Issue-Response Table of PZC Resolution
19 No. 2014-032 (Exhibit B).
20

21 **Background**
22 The Anchorage Assembly established the authority for community councils to
23 sponsor and develop a neighborhood plan under Anchorage Municipal Code
24 (AMC) 21.05.155A.2. Subsequently, the Anchorage Assembly approved Assembly
25 Resolution AR No. 2006-42(S) on March 14, 2006, authorizing the Fairview
26 Community Council (FVCC) to develop a neighborhood plan (Exhibit C).
27

28 Through an extensive public involvement and input process, the FVCC completed
29 the March 2014 *Fairview Neighborhood Plan* Public Hearing Draft (*Fairview*
30 *Neighborhood Plan*).
31

32 The FVCC, as the applicant, with assistance from Community Development
33 Department staff, submitted the *Fairview Neighborhood Plan* to the Planning and
34 Zoning Commission for review and recommendation of approval. The FVCC is the
35 grassroots voice representing neighborhood residents, businesses, and interested
36 parties dedicated to developing, funding, and implementing this neighborhood plan.
37

1 **Plan Summary**
2 The *Fairview Neighborhood Plan* is a comprehensive plan that contains a diverse
3 set of goals and objectives that will assist the neighborhood in achieving a common
4 vision for the following: promotion of owner-occupied residential housing; future
5 establishment of overlay districts and associated design standards; an area-specific
6 land use plan map to guide future land use and zoning decisions in support of
7 single-family and mixed-use development; Gambell Street Corridor safety
8 improvements; support for Assembly approval and use of Municipal Code
9 Chapter 12.35 – Deteriorated Properties and Economic Development Properties
10 redevelopment; promotion of safe walkable streets; identification of appropriate
11 transportation network improvements; and program development to address public
12 inebriate impacts in the commercial, residential, and industrial areas of this
13 neighborhood.
14

15 **Implementation of Anchorage 2020—Anchorage Bowl Comprehensive Plan**
16 The *Fairview Neighborhood Plan* contains goals, objectives, and action items that
17 support *Anchorage 2020—Anchorage Bowl Comprehensive Plan*.
18

19 **Page 65**
20 ▪ Planning Principles for Design and Environment including architectural quality
21 suitable for our northern climate, landscape and roadway standards,
22 connectivity to trails, schools, and parks, and preservation of historic
23 resources.
24

25 **Page 72**
26 ▪ *Policy #7: Avoids incompatible uses adjoining one another*
27
28 ▪ *Policy #10: Mixed-use development is encouraged within Neighborhood*
29 *Centers. Strategies for mixed-used development include housing needs,*
30 *compatible non-residential uses, public and open spaces, and multi-modal*
31 *access.*
32

33 **Page 75**
34 ▪ *Policy #21: All new commercial development shall be located and designed*
35 *to contribute to improving Anchorage’s overall land use efficiency and*
36 *compatibility, traffic flow, transit use, pedestrian access, and appearance.*
37

38 **Page 77**
39 ▪ *Policy #25: Neighborhood Commercial Centers are to be determined*
40 *through neighborhood or district planning processes. Neighborhood*
41 *Commercial Centers are intended to allow neighborhood-oriented commercial*
42 *uses in and adjacent to residential areas.*
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44 ▪ *Policy #46: The unique appeal of individual residential neighborhoods shall*
45 *be protected and enhanced in accordance with applicable Goals, Policies*
46 *and Strategies.*
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- *Policy #47: Provide distinctive public landmarks and other public places in neighborhoods.*
 - *Policy #49: Site plan layout and building design for new development shall consider the character of adjacent development. The Municipality may require layouts and designs to incorporate the functional and aesthetic character of adjacent development.*
- Page 83
- *Policy #51: The Municipality shall define Anchorage's historic buildings and sites and develop a conservation strategy.*
 - *Policy #52: Site and design residential development to enhance the residential streetscape and diminish the prominence of garages and paved parking areas.*
- Page 84
- *Policy #60: Design attractive affordable housing that is suited to its environs.*
- Page 88
- *Policy #79: Considerations in location for government facilities.*
- Page 89
- *Policy #84: Develop an acquisition strategy to secure sufficient and suitable public lands for parks, sports fields, greenbelts, open space, trails, and other public facilities based upon applicable level of service standards.*
- Page 90
- *Policy #88: Provide opportunities for integrating arts and culture in developments throughout the community.*
- Page 91
- *Policy #90: The Anchorage 2020—Anchorage Bowl Comprehensive Plan and adopted level of service standards shall be used to guide municipal capital improvements programming.*
- AO-2002-119
- *Policy #99: Incorporate crime prevention and other public safety needs into the design of residential areas, individual buildings, and public facilities. Use design standards to improve natural surveillance, residents' sense of ownership and control of the neighborhood, and overall public safety through appropriate environmental design.*
- Public Participation Summary**
The FVCC conducted an almost 20-year planning process to complete this plan. Public outreach included public meetings, open houses, the annual Fairview Neighborhood Block Party, and resident surveys. FVCC leadership also met

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- routinely with elected representatives, the business community, and interested parties. The FVCC also communicated with Community Development staff for guidance on the planning process and plan elements.
- Issue-Response Table**
An Issue-Response Table was developed to track public, agency, and Planning and Zoning Commission comments and recommendations. Because the FVCC is the petitioner for the *Fairview Neighborhood Plan*, many of the responses to comments were developed directly by the FVCC.
- The Importance of Adopting the *Fairview Neighborhood Plan***
The *Fairview Neighborhood Plan* will give the community a guiding document to direct redevelopment efforts in Fairview. The *Plan* articulates the need to protect and improve neighborhood character, a commitment to education and life-long learning, creates opportunities for civic engagement, and outlines solid strategies for re-creating an area impacted by negative perceptions primarily created by transportation infrastructure projects proposed but unfunded.
- How the *Fairview Neighborhood Plan* Will Be Used**
Section 12.01 of the Municipal Charter directs the Assembly to adopt, implement, and from time to time modify a comprehensive plan to set forth relevant goals, objectives, and policies that will govern the future development of the Municipality. Adoption of the *Fairview Neighborhood Plan* will achieve the following:
- Provides the guiding principles for redevelopment and reinvestment in the Gambell/Ingra Corridor.
 - Prioritizes municipal Capital Improvement Project funding for MOA-owned buildings, parks, and other infrastructure.
 - Prioritizes the need for Alaska State Capital Improvement Project funding for state-owned buildings, roadways, and other infrastructure.
 - Prioritizes the need for Alaska State community services funding for schools, homeless and chronic inebriate services.
 - Provides a land use plan map that will guide future land use and zoning decisions in the neighborhood planning area.
 - Creates the Fairview Mixed-Use Corridor Land Use designation to encourage infill, redevelopment and reinvestment along the Gambell/Ingra Corridor, to include housing, commercial, and retail.
 - Supports the potential establishment of historic districts identified through the Original Neighborhoods Historic Preservation Plan.

1 ▪ Assists the neighborhood in identifying mitigation elements in response to
2 any large publically funded infrastructure project.
3
4 ▪ Encourages walkability, neighborhood reinvestment, community cohesion
5 and support.
6
7 **Planning and Zoning Commission Review and Recommendation**
8 Public testimony on the 2014 *Fairview Neighborhood Plan* Public Hearing Draft was
9 opened and closed at the Planning and Zoning Commission public hearing on
10 May 12, 2014. Commission action was continued to June 2, 2014. In the interim, a
11 Planning and Zoning Commission work session was held on May 19, 2014, with the
12 FVCC and the Community Development Long-Range Planning Section staff.
13
14 The Planning and Zoning Commission recommended approval on June 2, 2014, of
15 the 2014 *Fairview Neighborhood Plan Public Hearing Draft*, in addition to several
16 amendments included in the Issue-Response Table. Amendments to be considered
17 and approved by the Assembly are provided in the Issue-Response Table of the
18 Planning and Zoning Commission resolution (Exhibit B).
19
20 **Plan Overview**
21 ▪ Executive Summary
22 Purposes of the Plan, Public Process Overview, and Outline of the Plan
23
24 ▪ Introduction
25 Chapter 1: Planning Area Boundary, Anchorage 2020, Existing Plans and Policies,
26 and Fairview History
27
28 ▪ Existing Conditions
29 Chapter 2: Neighborhood Character, Demographic Profile, Employment,
30 Anchorage-area Projections, Land Use and Ownership, Infrastructure and Public
31 Services, Transportation, Parks and Open Space, Natural Environment, Energy, and
32 Weather
33
34 ▪ Public Process
35 Chapter 3: 2009 Draft Fairview Community Plan, 2013 Revision and Update,
36 Parallel Outreach Efforts, and Issues and Opportunities
37
38 ▪ Community Vision
39 Chapter 4: Values and Principals, Goals and Strategies, Sub-Area Goals, and the
40 Fairview Guidemap insert
41
42 ▪ Plan Implementation
43 Chapter 5: Implementation Table with Next Steps, Land Use Plan Map, and
44 Fairview Mixed-Use Corridor defined
45

1 ▪ Appendices
2 Appendix A: Fairview Economic Revitalization Plan; Appendix B: Sample Design
3 Guidelines; and Appendix C: Assembly Resolution No. 2006-42(S)
4
5 **Department Recommendation**
6 Assembly approval is requested of the 2014 *Fairview Neighborhood Plan* Public
7 Hearing Draft with the amendments identified in the Issue-Response Table
8 approved by the Planning and Zoning Commission through Resolution
9 No. 2014-032.
10
11 **THE ADMINISTRATION RECOMMENDS APPROVAL OF THE FAIRVIEW**
12 **NEIGHBORHOOD PLAN.**
13
14 Prepared by: Kristine Bunnell, Senior Planner
15 Long-Range Planning Section, Planning Division
16 Approved by: Jerry T. Weaver, Jr., Director
17 Community Development Department
18 Concur: Dennis A. Wheeler, Municipal Attorney
19 Concur: George J. Vakalis, Municipal Manager
20 Respectfully submitted: Daniel A. Sullivan, Mayor
21
22
23 Attachments: Exhibit A—2014 *Fairview Neighborhood Plan* Public Hearing Draft
24 Exhibit B—Planning and Zoning Commission Resolution 2014-032
25 Exhibit C—Assembly Resolution AR No. 2006-42(S)
26 Exhibit D—Planning and Zoning Commission Staff Packets
27 –June 2, 2014, Deliberations
28 –May 12, 2014, Public Hearing
29 Exhibit E—Planning and Zoning Commission Meeting Minutes
30 –June 2, 2014, Deliberations
31 –May 12, 2014, Public Hearing
32

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APPENDIX D: CITY OF CINCINNATI ~ CONNECT THE BLOCKS

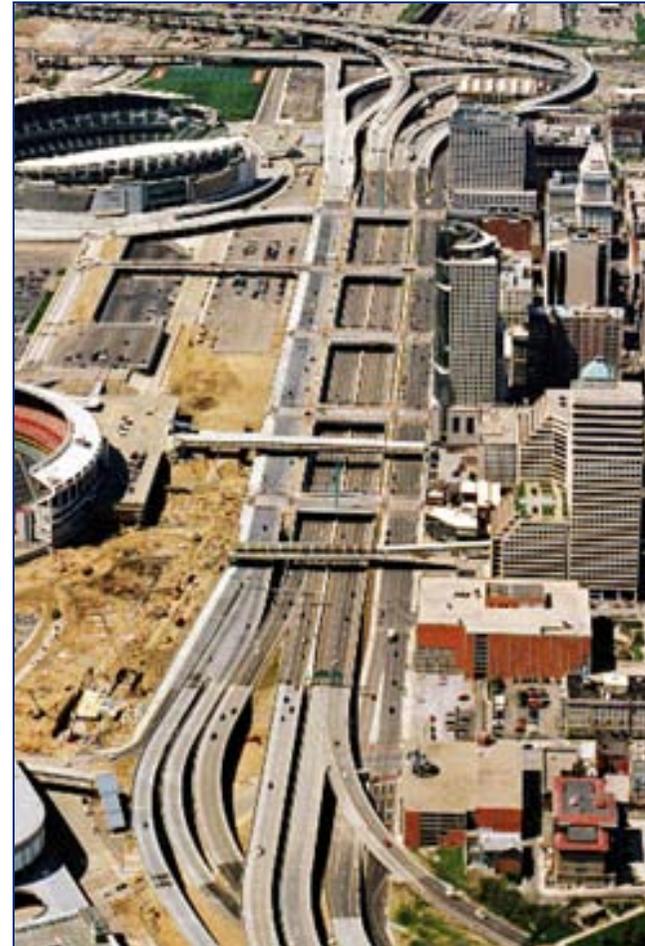
city of
CINCINNATI

Connect the Blocks Over Fort Washington Way Design Competition

2012-2013

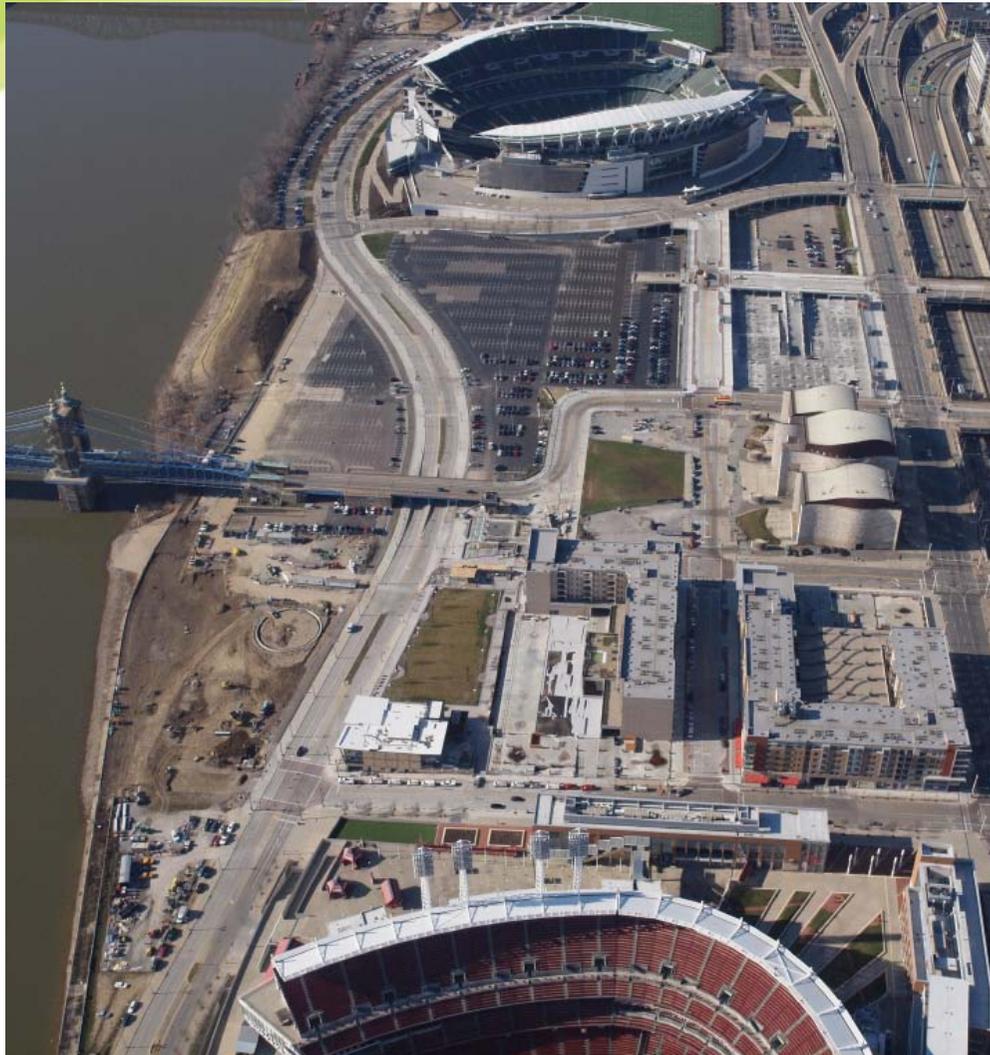


1998



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

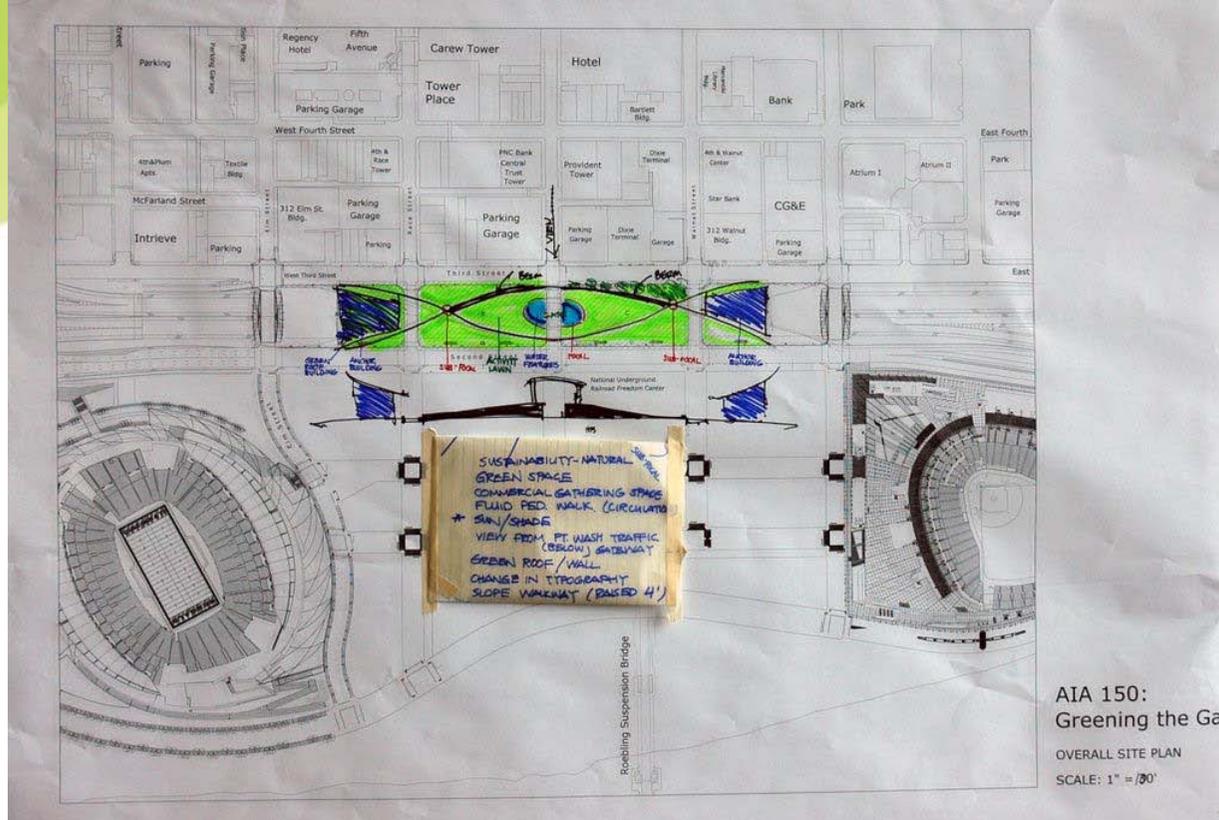
Over the years, ideas have been generated for features and design of decking over Fort Washington Way.

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.

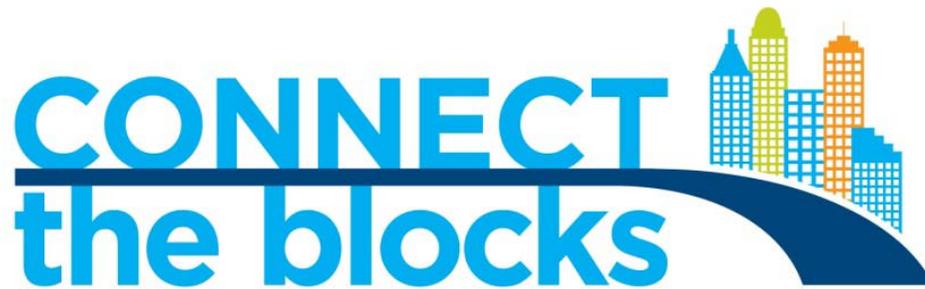




Fort Washington Way Today

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.

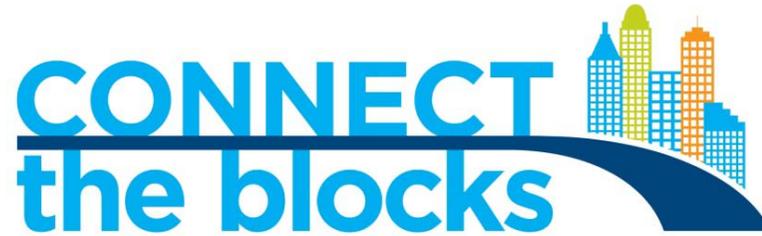
The Partners

- City of Cincinnati
- Mark McKillip - professional advisor
- John Deatruck - 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:

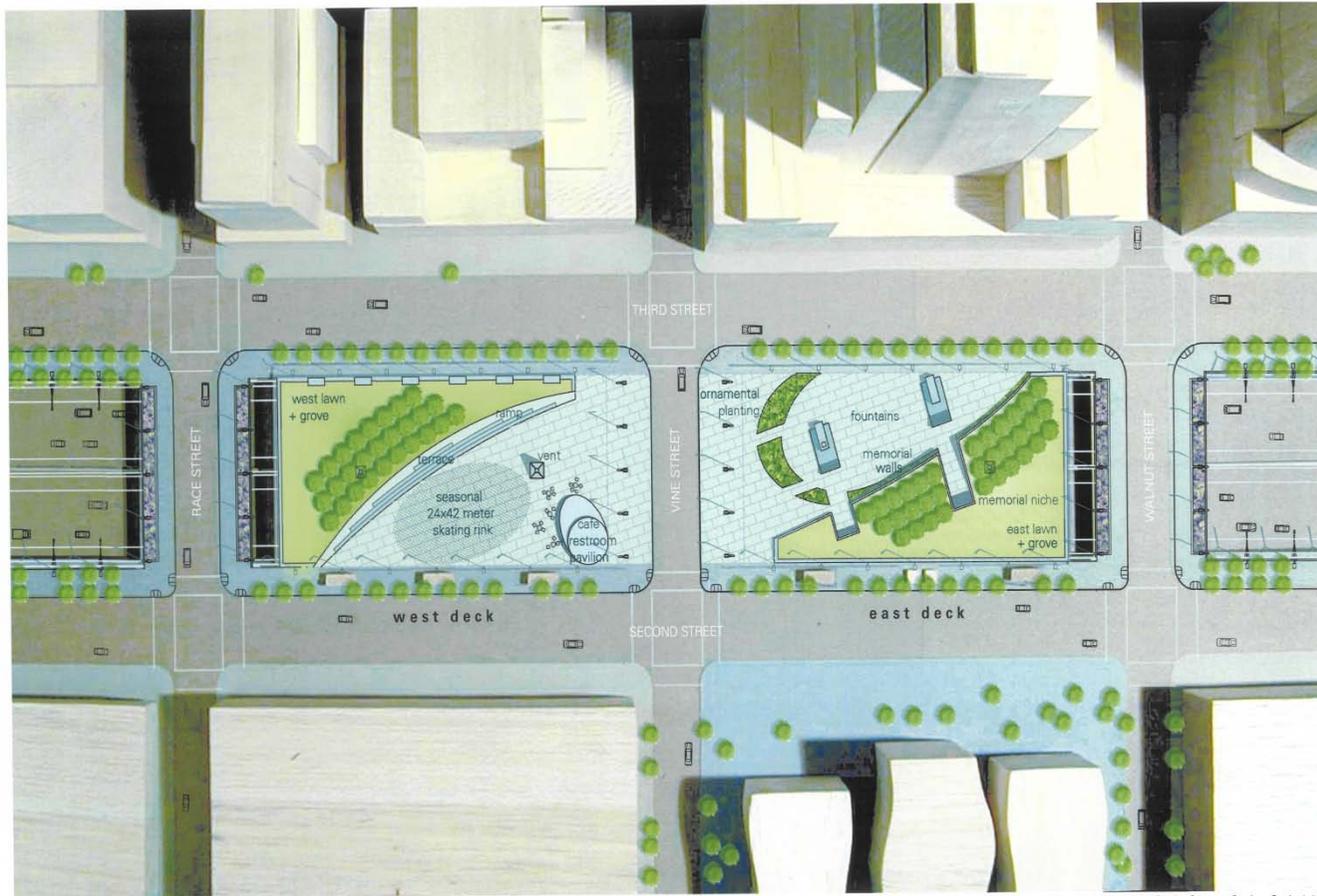
- Federal Highway Administration (FHWA)
- Ohio Department of Transportation (ODOT)
- Hamilton County Commissioners

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



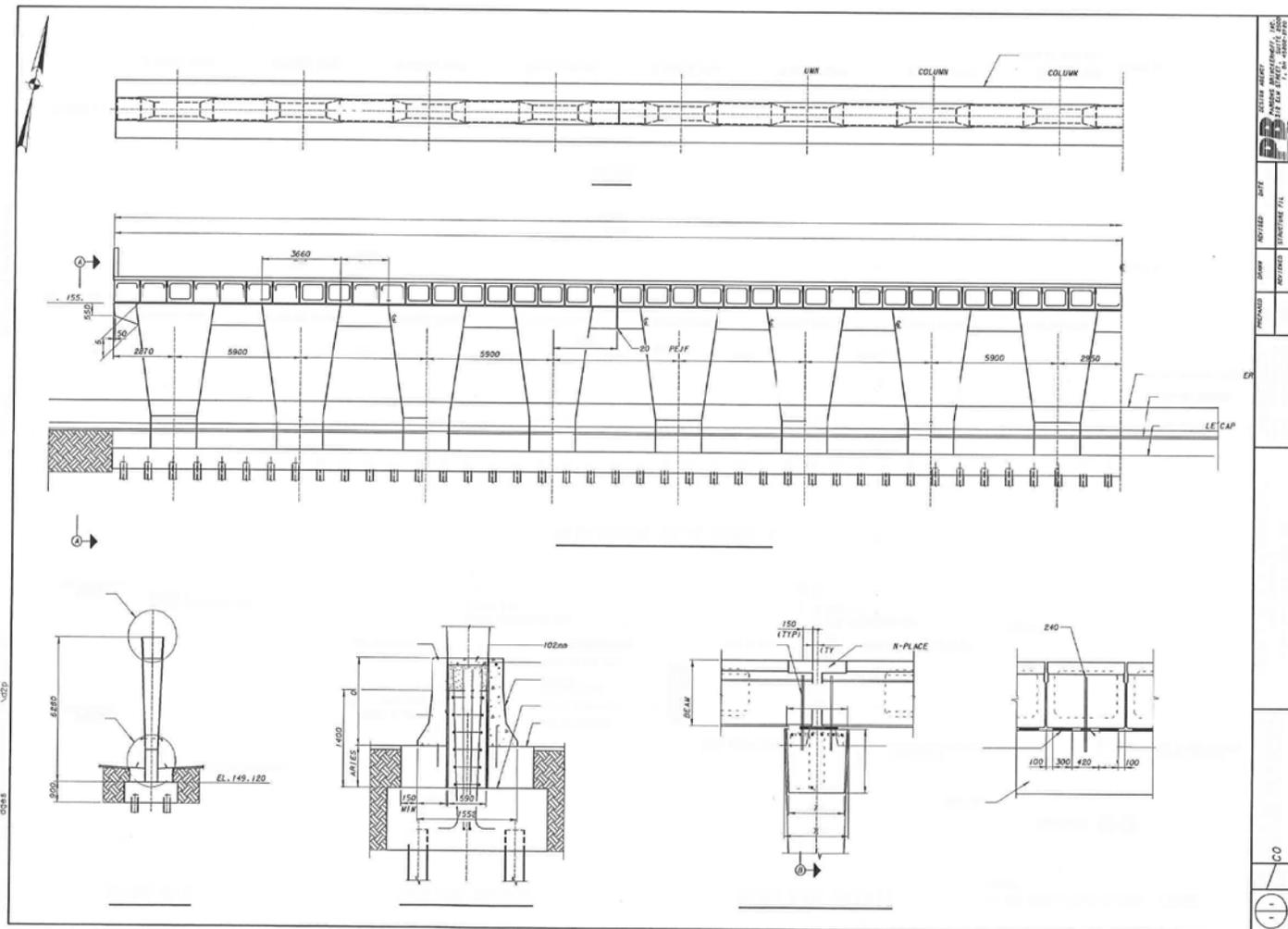
Competition Process:

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



4. Technical review of 10-15 promising designs
5. Selection of 3 – 5 finalists. Each of those finalist teams is targeted to receive a \$50,000 stipend.
6. Further design development by finalists



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



Public gathering space in the city

I-670 Cap in Columbus, Ohio



Retail development over the highway

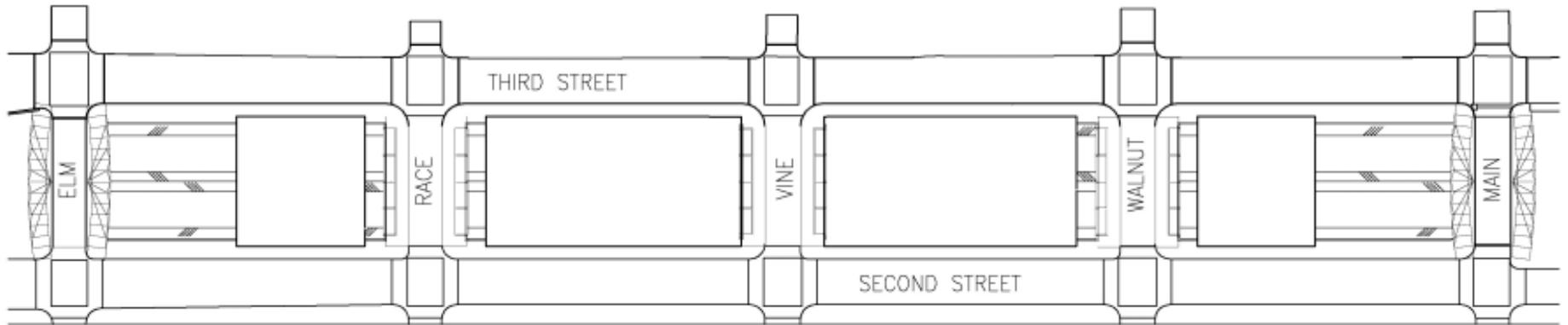
Millennium Park in Chicago, Illinois



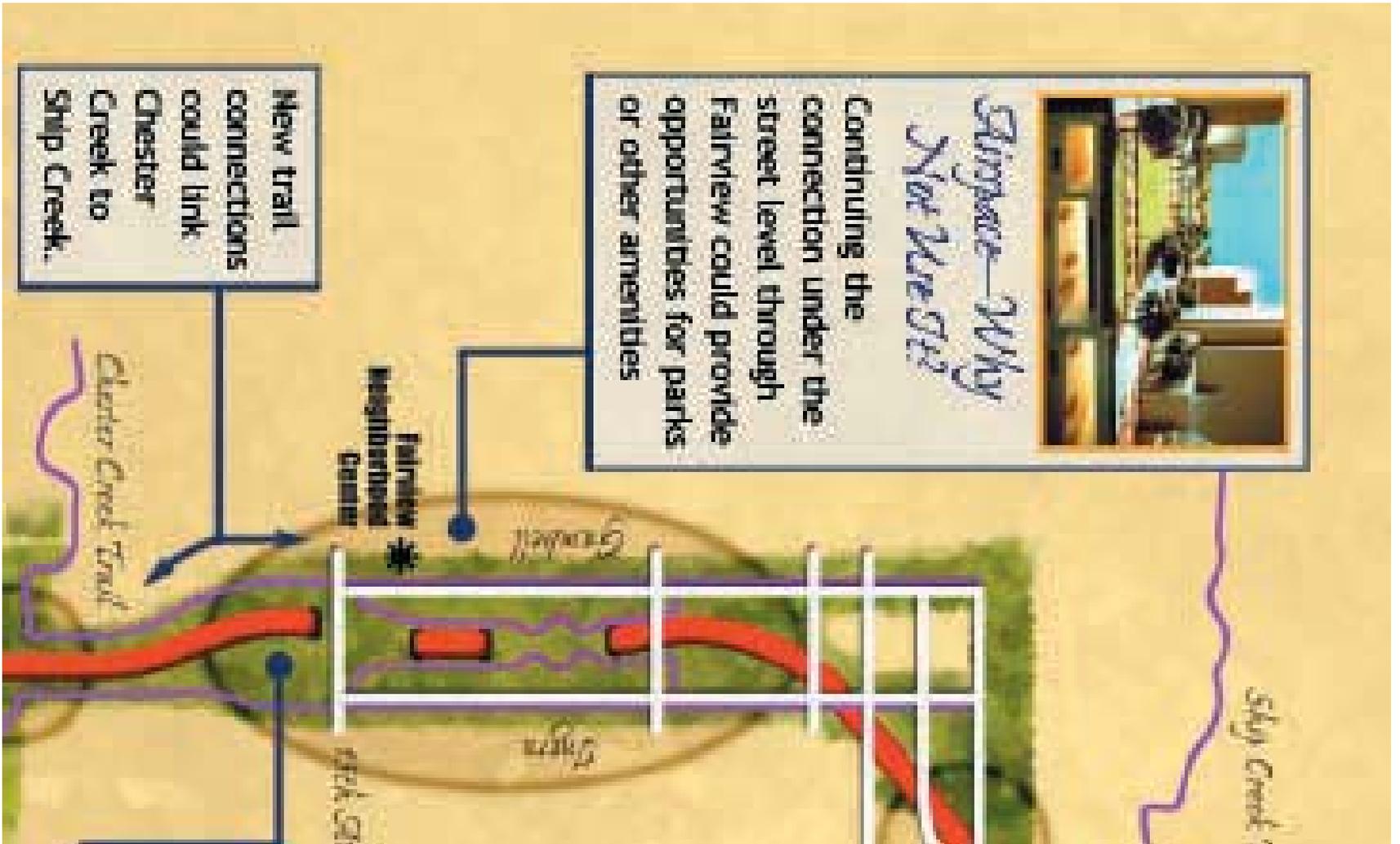
A destination to enjoy public art and concerts

Cincinnati's Blank Canvas

What do you want to see?



APPENDIX E: H2H CUT AND COVER CONCEPT



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

The Hobbit J.R.R. Tolkien

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INDUSTRIAL FAIRVIEW

Context: While parts of this area support active, lively commercial activities, other areas are rundown or underutilized. There is a concentration of social services in the north end of this sub-area which impact neighboring land owners.

Goals: Screen incompatible uses and mitigate truck traffic where residential abuts Merrill Field and industrial uses. Create new North-South trail linking Fairview to Ship Creek/Chester Creek trails. Encourage new business.

Relevant Planning Efforts: Ship Creek Master Plan, Merrill Field Airport Master Plan, Trails Plan.



A buffer is needed between adjacent industrial and residential uses.

fairview NEIGHBORHOOD PLAN GUIDEMAP

FAIRVIEW:
WHERE PEOPLE MAKE THE DIFFERENCE

FAIRVIEW MAIN STREET

Context: Lack of certainty prevents investment (H2H, KAC). Six and eight-plexes with minimal landscaping. Corridor breaks up integrity of the neighborhood.

Goals: Desirable area for high density. Reduce lanes on Gambell from four to three. Concentrate "main street" activities on Gambell. Increase walkability, underground utilities, encourage higher density, mixed-use residential and commercial. Plan for possible impacts of highway connections. Reduce requirements for on-site parking.

Relevant Planning Efforts: Gambell Street Redevelopment Plan, Chester Creek Sports Complex Master Plan, Metropolitan Transportation Plan, Bike & Pedestrian Plans.

Increase connections between Fairview and Downtown

Increase park use

Buffer industrial uses

Pedestrian connections through neighborhood

Link to Chester Ck. and Ship Ck. Trails

Upgrade Fairview Rec Center, increase uses

Pedestrian connections through neighborhood

WEST FAIRVIEW

Context: High density, multi-unit developments interspersed with original single-family homes characterize development. This residential neighborhood abuts Downtown and extends west nearly to the Park Strip. South of 15th are sunny south facing condos and apartments, overlooking the Mulcahey sports fields and the Sullivan Arena.

Goals: Maintain integrity of single-family houses where appropriate. Encourage improvements in older multi-family through design standards and improvements in the quality of the nearby commercial areas. Allow for and encourage small scale, neighborhood-serving commercial, such as a coffee shop. Improve connections with commercial areas to the east - the future "Fairview Mainstreet."

Relevant Planning Efforts: Chester Creek Sports Complex Master Plan, Metropolitan Transportation Plan, Bike & Pedestrian Plans, Trails Plan, and HPP.

Fairview "main street"

Fairview "town center"

Complete 15th Avenue amenities

Neighborhood gateway sign

Possible off-site parking garage

Program + physical connections to Chester Creek Sports Complex

Link to Chester Ck. and Ship Ck. Trails

EAST FAIRVIEW

Context: Zoned for higher residential densities, but mostly single family. Some housing needs renovation. Recently built, low cost multi-family structures do not fit well with single family neighbors, eliminate all trees, and detract from neighborhood character. Noise and industrial uses tied to airport reduce quality of life.

Goals: Develop design guidelines and review of multi-family housing to upgrade character of neighborhood. Work to improve safety of sidewalks and streets.

Relevant Planning Efforts: Merrill Field Airport Master Plan Update, Metropolitan Transportation Plan, Bike & Pedestrian Plans, Historic Preservation Plan (HPP).



Ensure space for individual touches, regardless of the density.

SOUTH FAIRVIEW

Context: Several good examples of high density housing adjoining single family residential land uses. Senior center and senior housing are located next to Chester Creek Greenbelt. Many people do not have cars. Dumpsters front the street.

Goals: Link South Fairview to the rest of the community. Address pedestrian safety concerns and trash issues. Determine needed upgrades to address user needs including Eastchester Park. **Relevant Planning Efforts:** Chester Creek Sports Complex Master Plan, Trails Plan.



CHESTER CREEK SPORTS COMPLEX

Context: Statewide attraction abuts city-wide trail system. Facility generates a lot of traffic during events.

Goals: Link to neighborhood as economic engine for the community.

Relevant Planning Efforts: Chester Creek Sports Complex Master Plan, Gambell Street Redevelopment Plan, Metropolitan Transportation Plan, Trails Plan.

OUR GOALS

The residents and businesses of Fairview envision a safe and healthy community with world class schools, with a strong job-providing commercial sector, and a stable and diverse residential population; this will lead to a community with a strong positive image, both for Fairview residents and businesses, and for prospective visitors and investors. This vision includes a safe community, successful schools and students, the redevelopment or rebuilding of dilapidated structures, infilling of vacant properties, designing and building public and transportation infrastructure that is more business and resident friendly, training of competent workers for relevant jobs, minimizing the negative impact of chronic public inebriates on the business and residential community, and promoting a more livable winter city neighborhood. *Full text of our goals can be found in the FVNP.*

1. PROTECT & IMPROVE NEIGHBORHOOD CHARACTER

1. Identify and provide a range of housing densities, serving a range of incomes and ages.
2. Create a review process for multi-family developments over 4 dwelling units/lot that involves community participation and design standards.
3. Foster high-intensity mixed use development for Gambell/Ingra Corridor and North Fairview (4th to 8th, Ingra to Orca).
4. Require buffers where industrial adjoins residential in compliance with 21.07.080 Landscaping, Screening, Fencing, Site Design.
5. Sponsor construction of a high quality multi-family demonstration pilot dwelling, to show how such structures can be both profitable and a good neighbor.
6. Use accessory dwelling units (“mother in-law apartments”) to achieve increased density in Fairview while respecting its historic character and socioeconomic diversity.
7. Screen dumpsters where it does not impinge on the ability of utilities to serve properties in the alleys.
8. Preserve local historic buildings and neighborhoods; strengthen the historic character of Fairview.
9. Increase home ownership and decrease transiency
10. Encourage small scale, neighborhood-serving commercial development.
11. Promote homebuyer loans for property improvement.
12. Work to generate greater pride in Fairview as a place to live, work, play, learn, and prosper.
13. Improve Upgrade the Fairview Recreation Center to a community center, grow the number of users, and promote community engagement.

LEVERAGE WHAT WE HAVE!

Fairview has assets offered by few other Anchorage neighborhoods: excellent proximity to Downtown & Midtown, diverse housing including a large stock of well-kept single family homes, a human-scale street grid with alleys, easy access to greenbelts and trails, a mix of commercial business, a well-used recreation center, a rich history and, most importantly, diverse and motivated long-time residents.



Established residential neighborhoods will be the foundation of ongoing revitalization.

2. CONNECT PEOPLE TO PLACES (JOBS, BUSINESSES, SCHOOLS, PARKS AND DOWNTOWN)

1. Focus on priority corridors for pedestrians and bikes, e.g. 9th, 13th, 15th Avenues; Cordova, Gambell, Karluk Streets.
2. Improve connections within Fairview and to Downtown, including the need and potential for improved People Mover service, a shuttle to downtown, and improved walking and biking options. Fairview is “East Downtown.”
3. Create better walking, driving and parking linkages to major public and commercial destination facilities – e.g. connections that would link people using Sullivan Arena with Fairview shops and restaurants.
4. Implement the Gambell Street Redevelopment and Implementation Plan – reduce Gambell to three lanes, improve sidewalks, underground utilities, add street amenities, study and adjust zoning to allow for more pedestrian interaction, perhaps establishing maximum setbacks for commercial development.
5. Plan for Seward to Glenn Highway connection. Maintain the integrity of Fairview, by following a cut and cover approach, creating a greenway connection between Ship and Chester Creek with a Hyder Street alignment or alternatives that reduce impact on neighborhood, while providing needed neighborhood street and pedestrian improvements that support mixed-use and other land use redevelopment and development.....
6. Enhance the safety, health and ambiance of areas surrounding Merrill Field by limiting detrimental noise impacts and the threat of airplane crashes.
7. Engage the Knik Arm Bridge and Toll Authority in future planning for the neighborhood.....quarterly communications between FVCC and KABATA.
8. Fund, develop, and finalize the Seward to Glenn Highways transportation corridor plan.....Mitigate fully the loss of housing, utilities...defined during EIS.



Above: These buildings fail in that they do not “face the street” and do not take advantage of the residents within to keep their eyes on the street and improve safety.



Adjacent: This quonset hut characterizes Fairview history and spirit. But what will happen when the existing owners move? This plan protects Fairview’s historical legacy, while encouraging high density development in

3. CREATE INCENTIVES FOR ECONOMIC DEVELOPMENT

1. Invest in more attractive, comfortable, safer commercial district sidewalks.
2. Reduce on-site parking requirements; increase on-street parking and develop parking structures.
3. Encourage redevelopment through establishing a tax abatement district.
4. Investigate Enterprise Zones (“EZ” development zones) and community development corporations.
5. Improve Fairview reputation and “brand” through events, street improvements, publicity.
6. Develop Sullivan Arena partnership program to promote local businesses.
7. Locate job-training center in Fairview and expand job opportunities for neighborhood residents.
8. Encourage home occupations and home-based businesses.
9. Partner with the Fairview Business Association to support Fairview’s small businesses.
10. Promote energy efficient building design (demonstrate affordable energy conservation techniques into the “demonstration project”).
11. Assess, document, monitor energy use, at the neighborhood scale, as one part of REAP’s statewide program to help Alaska reach statewide energy goals.
12. Establish new partnerships between the MOA and DOT&PF to develop “covers” with vertical structures emphasizing mixed-use development along with parks and open space (Detailed mitigation to be defined in 2.7 and 2.8).
13. Develop Memorandum of Agreement between MOA and DOT&PF..air rights and National Highway System facility.

4. FOSTER CLEAN, SAFE POSITIVE STREETS + SIDEWALKS

1. Improve the year-round walking experience – keep sidewalks clear of snow.
2. Distribute social service facilities equally throughout Anchorage.
3. Improve neighborhood design to increase the number of “eyes on the street.”
4. Implement coordinated programs to address homeless and chronic public inebriates such as that proposed by the Fairview Business Association.
5. Create a community where people and property are safe from harm.
6. Engage local residents in taking responsibility for their streets.
7. Enlist Social Service Providers in active efforts to mitigate negative externalities of their operations.

Right: The Gambell/ Ingra Couplet cuts Fairview in half and does not attract local spending. Onsite parking waivers, pedestrian infrastructure and the Assembly-approved Fairview/ East Downtown Revitalization Area is anticipated to stimulate private development.



5. MAINTAIN GREEN SPACE – FROM THE FRONT YARD TO COMMUNITY PARKS

1. Increase the supply, quality, safety and accessibility of well-maintained local parks and open spaces.
2. Improve and identify linkages to the Ship Creek and Chester Creek greenbelts and trail systems
3. Preserve natural terrain, drainage and vegetation in public and private spaces.
4. Improve neighborhood landscaping

6. CREATE A MORE LIVABLE WINTER CITY NEIGHBORHOOD

1. See strategies and other goals for snow removal and overlay zones.
2. Establish a neighborhood Winter Festival.
3. Promote greater use of winter lights.



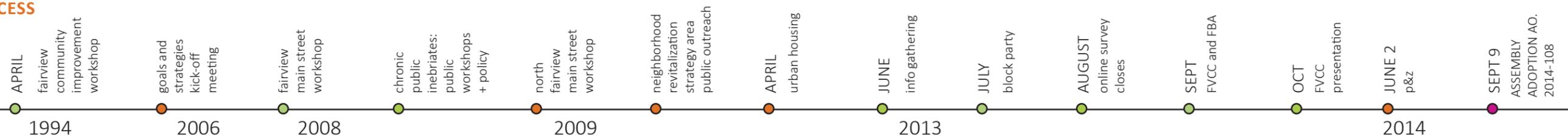
7. PROMOTE LIFE-LONG LEARNING AND COMMITMENT TO EXCELLENCE IN EDUCATION

1. 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.
2. Turn Fairview Elementary into a Magnet School.
3. Restore the computer lab at Fairview Recreation Center.
4. Promote development of a Neighborhood Education Plan.

8. CREATE OPPORTUNITIES FOR CIVIC ENGAGEMENT BY CITIZENRY

1. See strategies in other goals such as the neighborhood Block Watch initiative, Fairview Snowfighters, and improvements to the Fairview Recreation Center.
2. Strengthen institutional efforts to promote civic engagement.
3. Promote greater use of flowers in the neighborhood.

FAIRVIEW NEIGHBORHOOD PLAN PUBLIC PROCESS TIMELINE





fairview neighborhood LAND USE PLAN MAP

Fairview Neighborhood Plan Boundary

Multi-use Path

Water

Fairview Land Use Designations

Commercial and Industrial

- Office, Low Intensity
- Commercial Corridor
- Fairview Mixed Use Corridor
- Major City Center
- Industrial / Commercial (Limited)
- Industrial

Residential

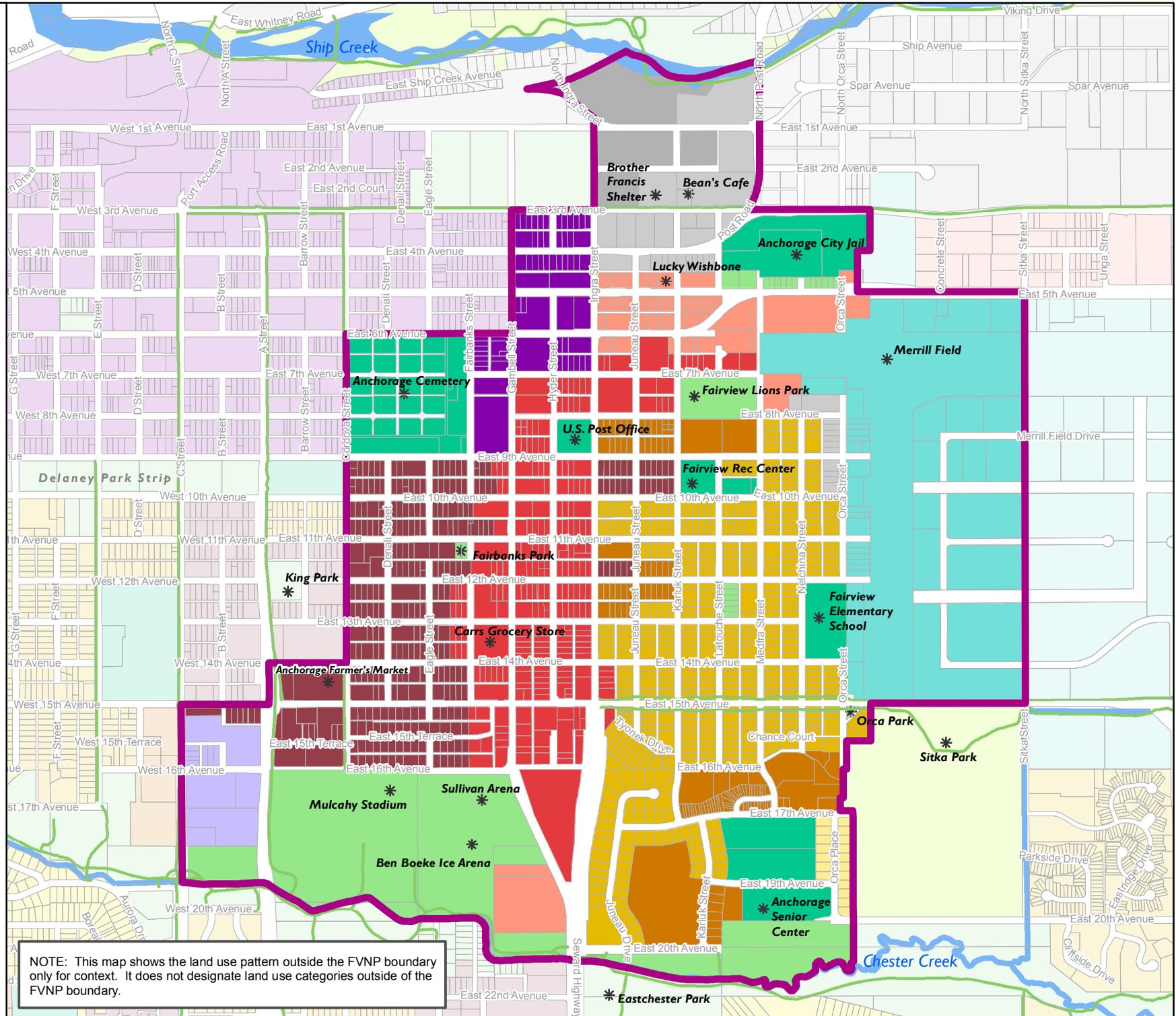
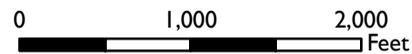
- Low Intensity, Detached
- Low and Medium Intensity
- Medium Intensity
- City Center Intensity

Public and Other

- Park or Natural Area
- School or Community Institution
- Major Transportation Facility

Adopted September 9, 2014
Assembly Ordinance No. 2014-108

AGNEW :: BECK





AGNEW
:: BECK