

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 community development 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
- Proposed Seward Highway to Glenn Highway Route
- 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

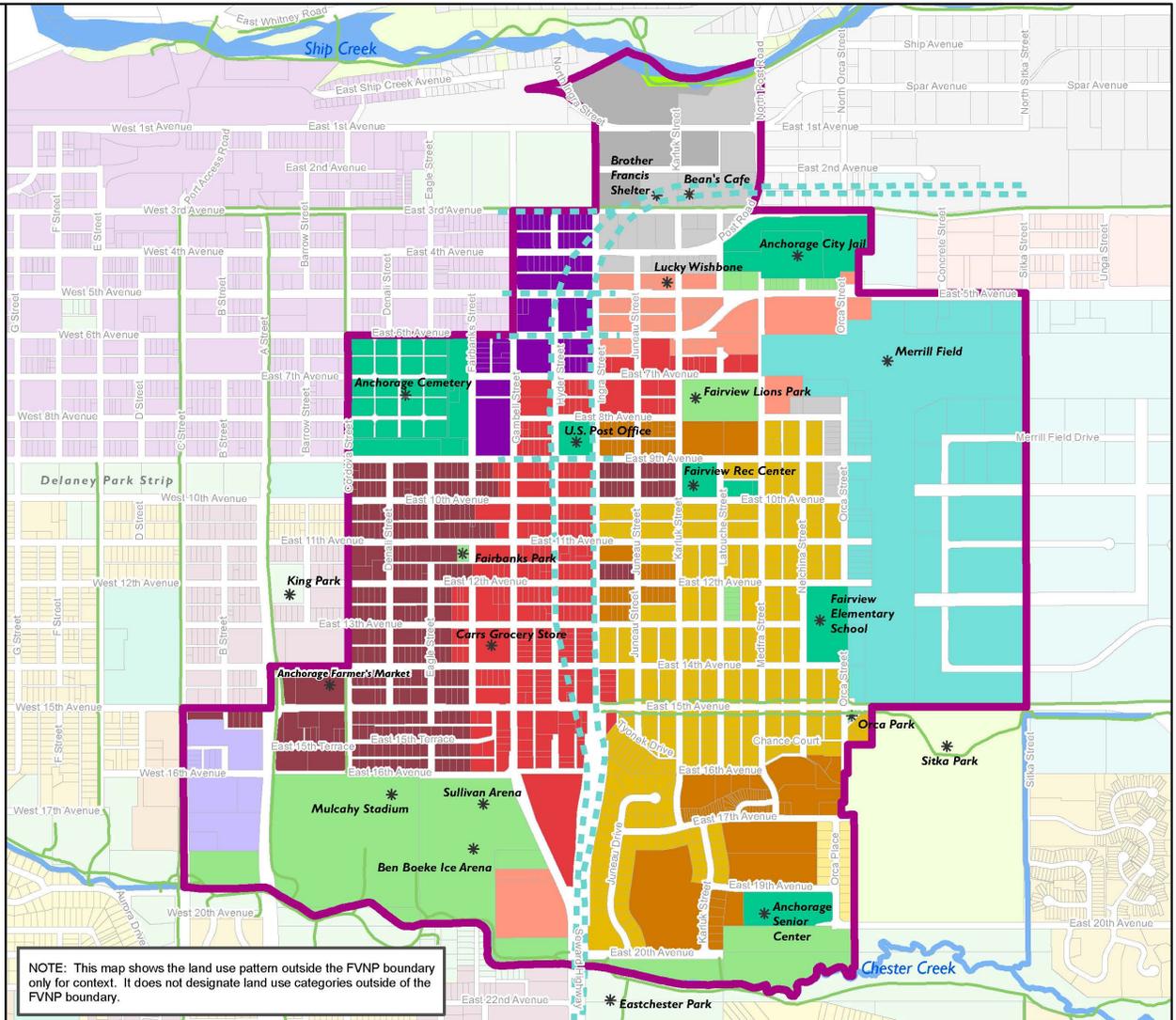
- Low Intensity, Detached
- Low and Medium Intensity
- Medium Intensity
- City Center Intensity

Public and Other

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

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

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A larger version (11" x 17") 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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