

CLERK'S OFFICE  
**AMENDED AND APPROVED**

Date: 9-9-14

Motion to amend the  
Fairview Neighborhood Plan

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

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

**ANCHORAGE, ALASKA**  
**AO No. 2014-108**

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

7  
8 (Planning and Zoning Case 2014-0066)

9  
10 **THE ANCHORAGE ASSEMBLY ORDAINS:**

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

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

20  
21 **21.05.030 Elements.**

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

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

31 \*\*\* \*\*\*

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

34  
35 \*\*\* \*\*\*

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

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

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

**21.01.080 Comprehensive Plan.**

\*\*\* \*\*

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

\*\*\* \*\*

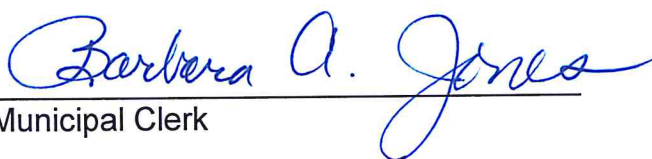
(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO No. 2013-151, § 3, 1-14-14)

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

PASSED AND APPROVED by the Anchorage Assembly this 9<sup>th</sup> day of September 2014.

  
Chair of the Assembly

ATTEST:

  
Municipal Clerk

(Planning and Zoning Commission Case 2014-0066)



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

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

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

Amend the Land Use Plan Map to designate the parcels located between Ingra and the alley to the east and between 14<sup>th</sup> and 15<sup>th</sup> 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 14<sup>th</sup> and 15<sup>th</sup> 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.

<b>Will there be any public or private economic effect to the proposed amendment?</b>
---

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

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

AO Number: 2014-108

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

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

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

**PUBLIC SECTOR ECONOMIC EFFECTS:**

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

**PRIVATE SECTOR ECONOMIC EFFECTS:**

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





# MUNICIPALITY OF ANCHORAGE

## ASSEMBLY MEMORANDUM

No. AM 508-2014

Meeting Date: August 26, 2014

**FROM: MAYOR**

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

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

### **Background**

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

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

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

## **Plan Summary**

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

## **Implementation of Anchorage 2020—Anchorage Bowl Comprehensive Plan**

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

### Page 65

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

### Page 72

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

### Page 75

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

### Page 77

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

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

Page 83

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

Page 84

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

Page 88

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

Page 89

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

Page 90

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

Page 91

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

AO-2002-119

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

**Public Participation Summary**

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



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

#### 5 **Issue-Response Table**

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

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

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

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

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

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

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

## **Planning and Zoning Commission Review and Recommendation**

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

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

## **Plan Overview**

- Executive Summary

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

- Introduction

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

- Existing Conditions

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

- Public Process

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

- Community Vision

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

- Plan Implementation

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

▪ Appendices

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

**Department Recommendation**

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

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

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

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

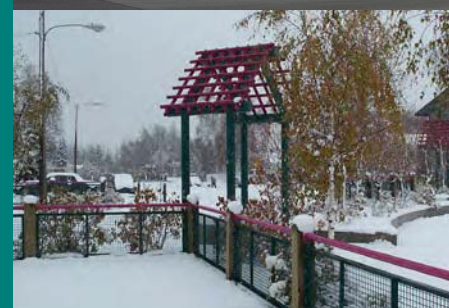


## Exhibit A

# anch fairview NEIGHBORHOOD PLAN

FAIRVIEW:  
WHERE PEOPLE MAKE  
THE DIFFERENCE

Public Hearing Draft March 2014



## ACKNOWLEDGEMENTS

The Fairview Neighborhood Plan is the result of thousands of hours of community volunteer effort from a community that cares about this city, that 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** 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 Charmard, Dan Loring, Celeste Benson, Paul Benson, Darrel Hess, Michael Howard, Claris Syren and Harry Deuber as well as the complementary efforts of Anchorage Neighborworks and Alaska Housing Finance Corporation. We would like to thank the **Fairview Business Association** and the **Municipal Long Range Planning Division** 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*.

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## 3 EXECUTIVE SUMMARY

Purposes of the Plan | Public Process Overview | Outline of Plan

## 7 CHAPTER 1 | INTRODUCTION

Planning Area Boundary | Anchorage 2020 | Existing Plans + Policies | Fairview History

## 15 CHAPTER 2 | EXISTING CONDITIONS

Neighborhood Character | Demographic Profile | Employment | Projections | Land Use + Ownership | Infrastructure + Public Services | Transportation | Parks + Open Space | Natural Environment | Energy | Weather

## 34 CHAPTER 3 | PUBLIC PROCESS

2009 Draft Fairview Community Plan | 2013 Revision + Update | Parallel Outreach Efforts | Issues + Opportunities

## 40 CHAPTER 4 | COMMUNITY VISION

Values + Principles | Goals + Strategies | Sub-Area Goals | Fairview Guidemap

## 49 CHAPTER 5 | PLAN IMPLEMENTATION

Implementation Table with Next Steps | Land Use Plan Map | Fairview Mixed Use Corridor

## LIST OF APPENDICES

Appendix A | Fairview Economic Revitalization Plan

Appendix B | Sample Design Guidelines

Appendix C | Assembly Resolution authorizing Council Planning Initiative







Fairview Public Utility District, 1954



Chronic Inebriate Workshop, 2008



Housing in Fairview



Fairview Block Party 2013

## 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. The Fairview Community Council and 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, 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.

## 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<sup>1</sup>, 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 full Draft Plan is available at [www.communitycouncils.org](http://www.communitycouncils.org). This updated 2013 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. 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 in advance of the October Community Council meeting. The October 2013 Community Council meeting offered an opportunity for the public to discuss the revised

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<sup>1</sup> This plan does not supersede the recommendations of Anchorage 2020.



plan. It is the Fairview Community Council’s intention that this Plan meets the expectations of the Anchorage Planning and Zoning Commission, the Assembly and the community as a whole by providing a broad vision and specific strategies to guide the community forward.

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 2006-42s including the details of the plan, planning process, community vision and implementation strategies. The Fairview Neighborhood Plan Guidemap insert in Chapter 4 summarizes key plan recommendations. It can be used for easy reference by community members and policy makers who want a quick look at Fairview’s plan for the future.

## OUTLINE 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, 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 nine goals, listed below, and the strategies to achieve these goals:
  - Leverage what we have
  - Protect and improve neighborhood character
  - Connect people to places (jobs, businesses, schools, parks)
  - Create incentives for economic development
  - Foster clean, safe positive streets and sidewalks

- Maintain green space – from the front yard to community parks
- Create a more liveable winter city neighborhood.
- Promote life-long learning and a commitment to excellence in education.
- 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.



# 1::INTRODUCTION

## PLANNING AREA BOUNDARY<sup>2</sup>

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 Ingraham 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 5<sup>th</sup> and 6<sup>th</sup> Avenue couplet (east-westbound). The community council neighborhood<sup>3</sup> 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 is located at approximately East 16th Avenue east of Ingraham Street. Few vacant lots remain in

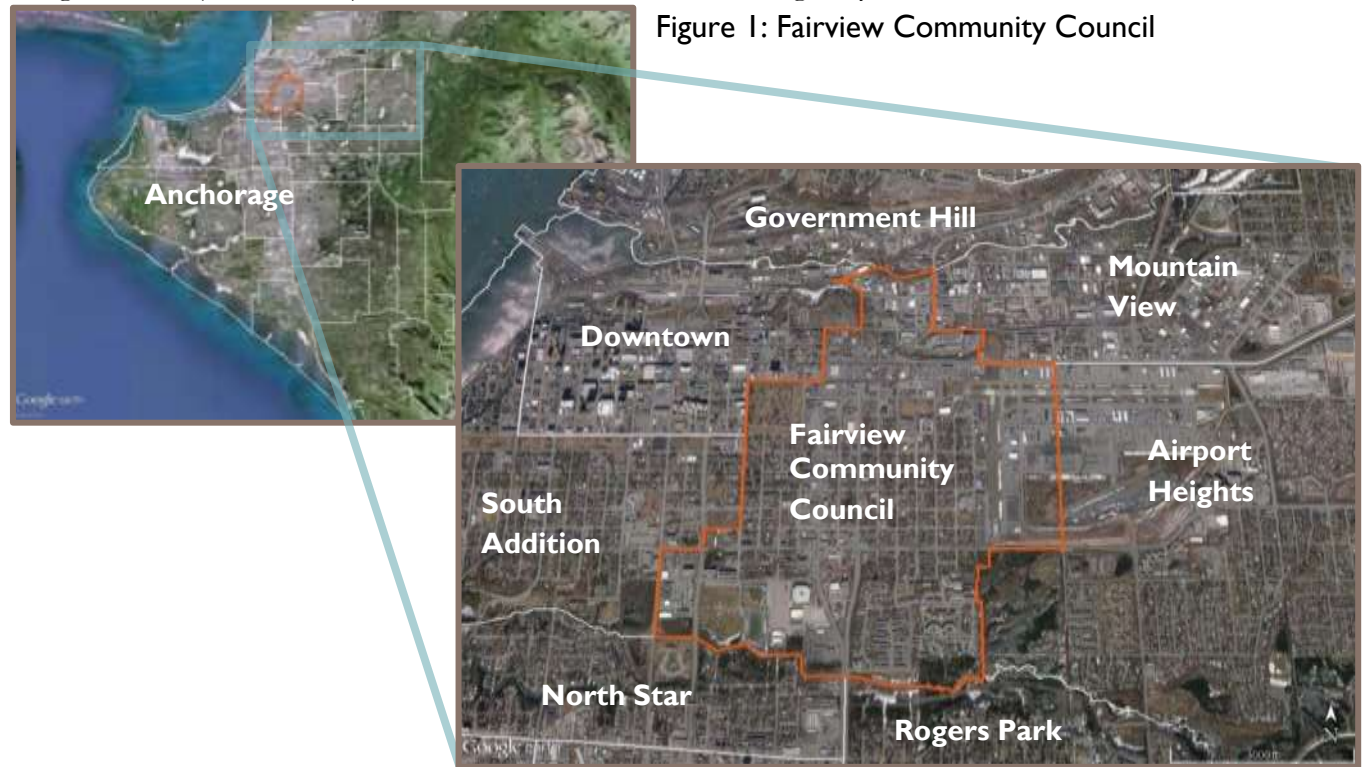


Figure 1: Fairview Community Council

<sup>2</sup> This overview is excerpted directly from the Anchorage Original Neighborhoods Historic Preservation Plan.

<sup>3</sup> 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, Downtown took the area from Cordova east to Gambell Street. Census data in provided in this chapter reflects the changes in population and housing using the current boundaries.

the area.

## RELATIONSHIP TO ANCHORAGE 2020<sup>4</sup>

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 Preferred Scenario in the Anchorage 2020 Plan is consistent with this draft plan. In fact, when the Fairview Neighborhood 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 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.

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<sup>4</sup> Excerpted from the Economic Revitalization Plan





## RELATIONSHIP TO EXISTING PLANS + POLICIES

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

Name	Relevance to Fairview Neighborhood Plan
Fairview Business Survey	Incorporated into Economic Revitalization Plan.
Fairview Community Council Community Draft Plan (2009)	Incorporated into 2013 Fairview Neighborhood Plan
Preliminary findings from Highway to Highway Environmental Impact Study (2011)	Noise levels documented in excess of 65 DbA 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 - in progress (2013)	Incorporated into and endorsed by the 2013 Fairview Neighborhood Plan. Primary recommendation is to reduce Gambell from 4 lanes to three lanes from 3rd Avenue to 15 <sup>th</sup> with future conversion to two-way local main street upon completion of the “highway to highway” connection. Report has been submitted to DOT&PF and process is in design phase.
Anchorage Original Neighborhoods Historic Preservation Plan (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 should be available before the end of 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 Master Plan-in progress (2013)	Planning boundary extends into northern Fairview Community Council. Initial alternatives include a signature bridge to the Gambell-Ingra couplet.



## FAIRVIEW HISTORY<sup>5</sup>

### 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 in auto dealerships (“Patterns of the Past,” MOA, Mike Carbarry).

Tomas S. Bevers was a 1930’s 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.

Portions of two homesteads were purchased by the City and President Wilson released the remainder of the land for aviation purposes. Aviation Field was cleared, plowed and available for use by August 1929. 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.



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<sup>5</sup> This history is excerpted directly from the Draft 2009 Fairview Community Plan.

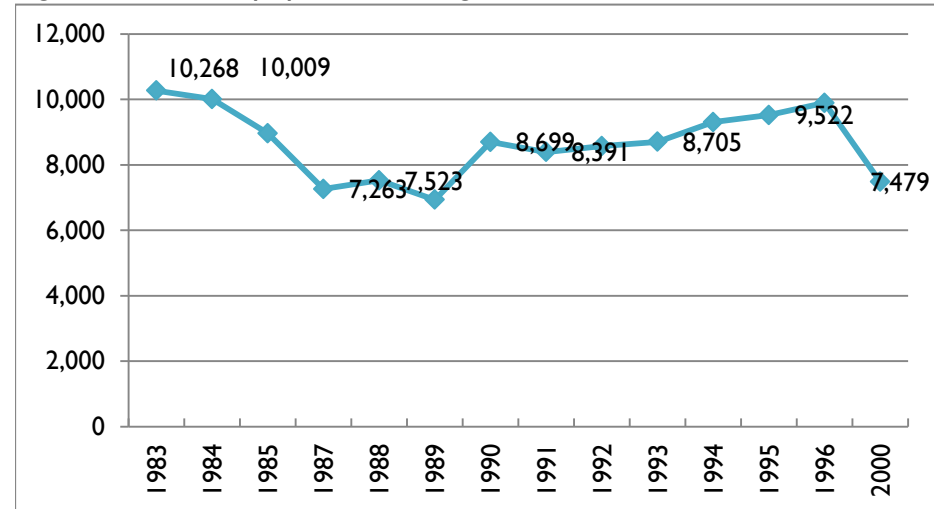
## ANCHORAGE MEMORIAL PARK CEMETERY

The Anchorage Memorial Park Cemetery, located between 6th and 9th Avenues and Fairbanks and Cordova Streets was originally established as the Cemetery Reserve by President Woodrow Wilson 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 land 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 in the National Registry 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 building 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.

Figure 2: Fairview population change over time



Source: 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 Planning & Development Department.



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 1960’s.

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 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 they were replaced by Title 21 of the Municipal Code 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 led efforts such as the Fairview Community Patrol, Block Watchers, Fairview Sub-Area Transportation Study, 15th Avenue Project, rebuilt Denali Elementary and Fairview Elementary schools, Community Action Policing, Park improvements, Chronic public inebriates Initiative and 13th Avenue Pedestrian lighting.

## 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 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 from members of the public shared during recent public meetings and 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

**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
<b>Total Population</b>	<b>8,487</b>

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

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 as Hispanic can be any race, and make up 10% of the population.

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.

**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 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.

*“Fairview Elementary needs a new concept.”*

*“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”*

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

**Table 4: Fairview Population Age**

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%
<b>Total</b>	<b>7,479</b>	<b>8,487</b>	<b>13%</b>

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%
<b>Total</b>	<b>5,435</b>	

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

Table 6: Jobs by earnings categories

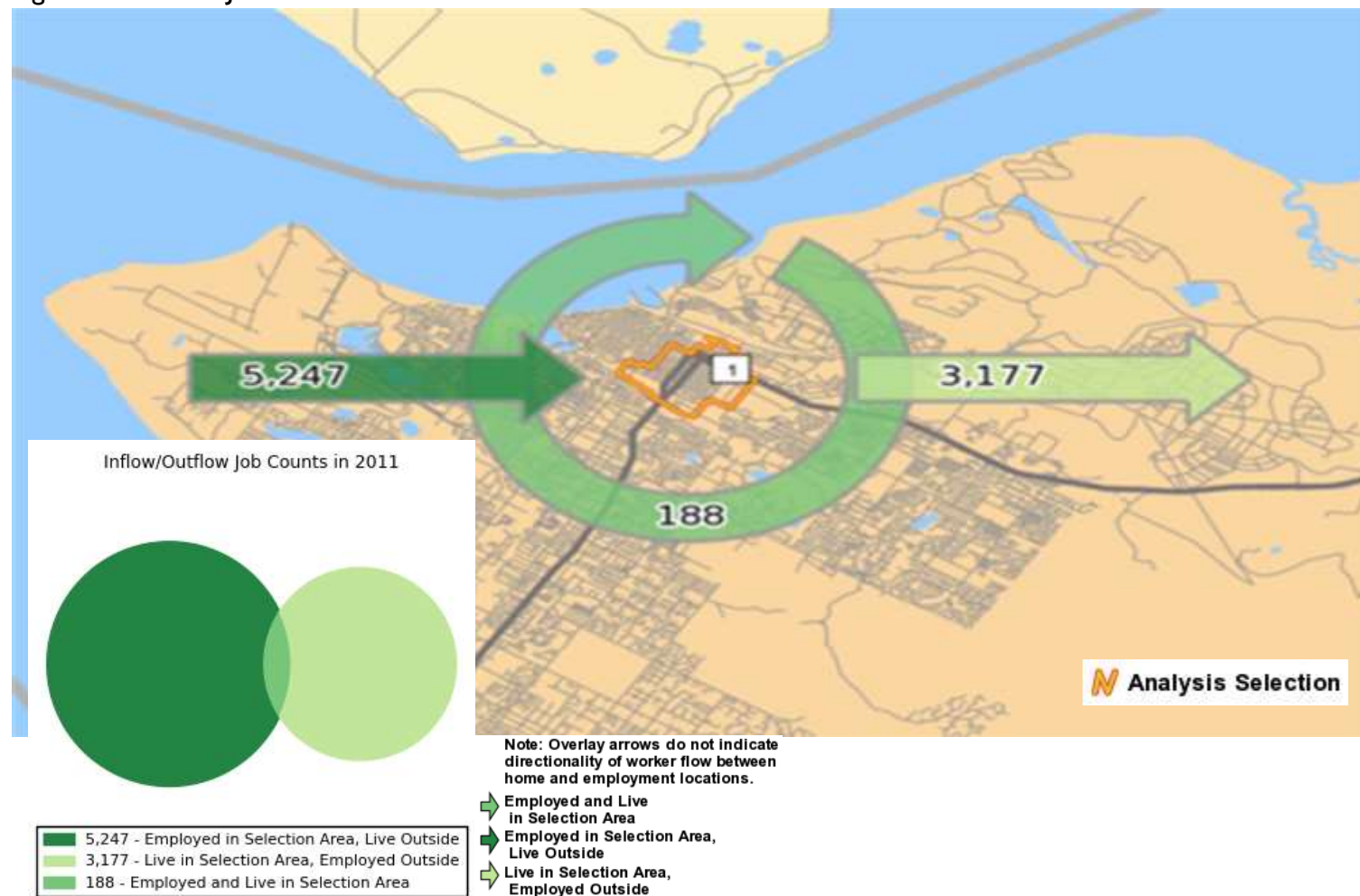
Earnings Categories	Fairview		Anchorage	
	Count	Share	Count	Share
\$1,250 per month or less	1,229	23%	30,155	20%
\$1,251 to \$3,333 per month	1,747	32%	49,553	32%
More than \$3,333 per month	2,459	45%	73,747	48%

Source: 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.



Figure 3: Fairview Job inflow/outflow count 2011



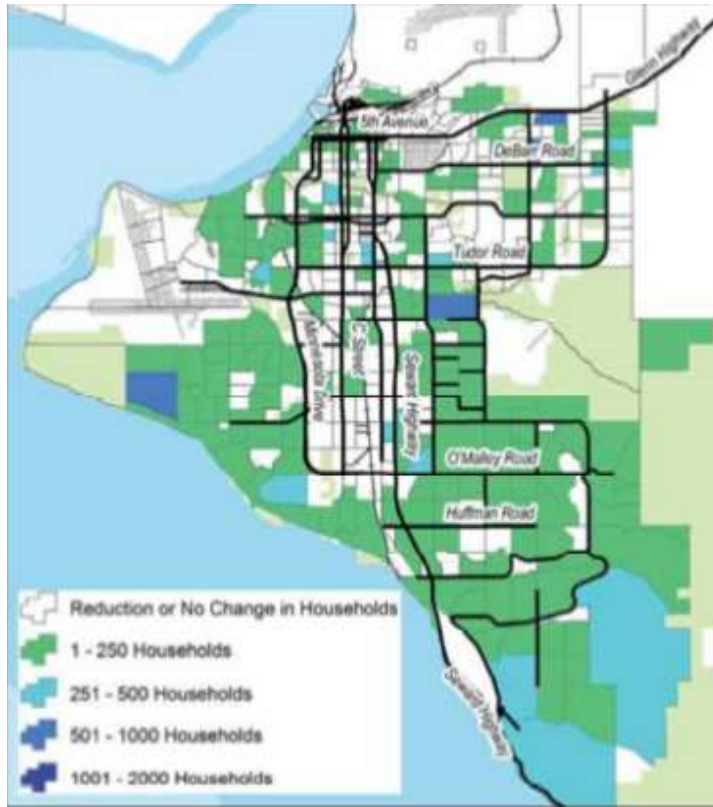
Source: U.S. Census Bureau. 2013. OnTheMap Application. Longitudinal-Employer Household Dynamics Program. <http://onthemap.ces.census.gov/>

The vast majority of workers who are employed in Fairview live outside of community council boundaries. The figure above 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.

## PROJECTIONS

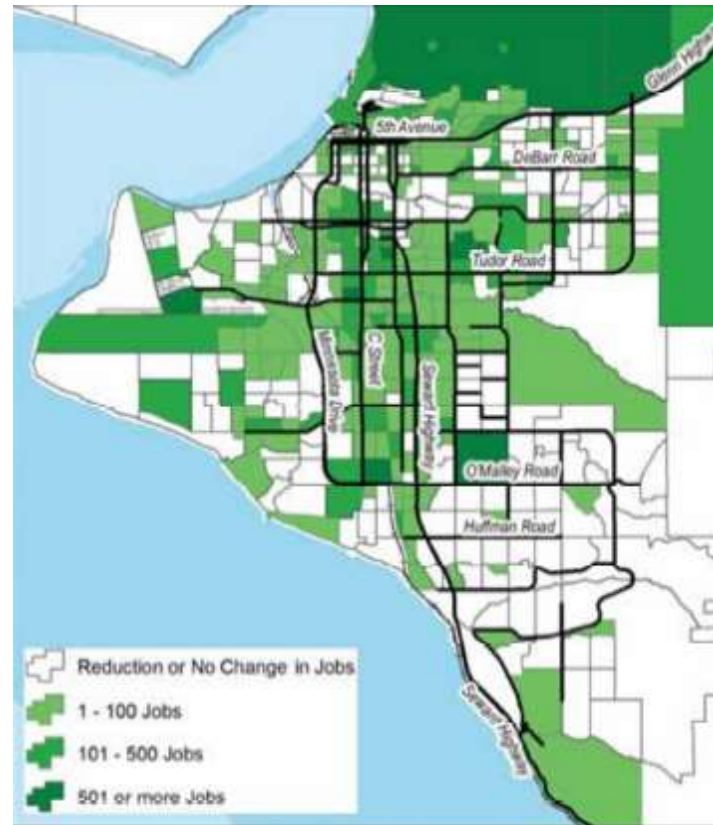
Anchorage's population is increasing at a rate of 1.2% per year.<sup>6</sup> Fairview is projected to have moderate growth of 1-250 households east of Gambell-Ingra and a reduction or no change in households in other neighborhood areas. Jobs are projected to increase along the two commercial corridors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

<sup>6</sup> 2012 Anchorage Community Indicators, Anchorage Economic Development Corporation

## LAND USE + LAND OWNERSHIP<sup>7</sup>

### 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 1960's 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. The area is dominated by asphalt, concrete and visual clutter.



*“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.”*

<sup>7</sup> Excerpted from the 2009 Draft Fairview Community Plan



The dominating 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.



*"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."*

## 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.

## 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 and Gambell Street to the McKinnell Shelter for homeless families at 17th 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

Figure 6: Existing Land Use in Fairview

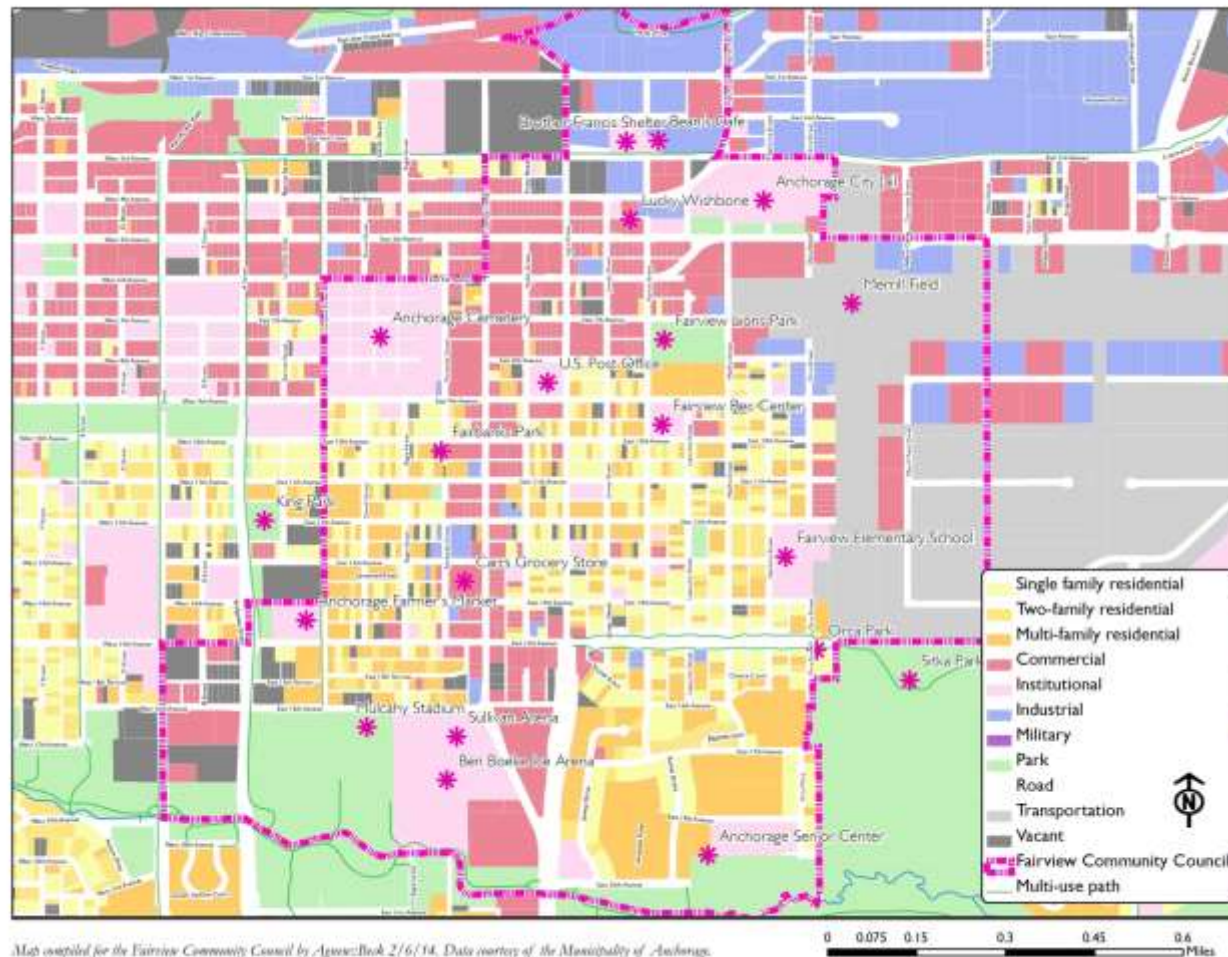
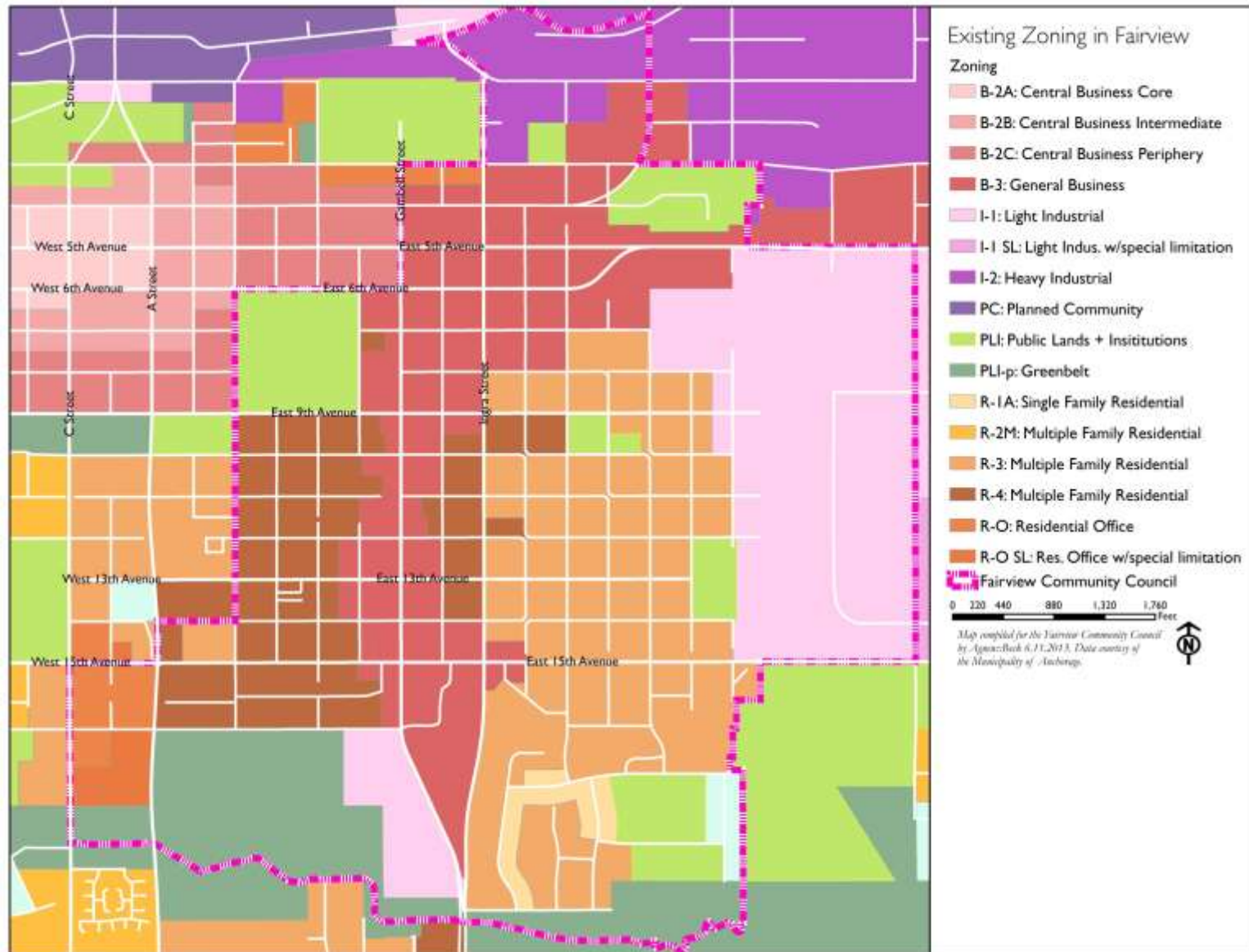




Figure 7: Current Zoning in Fairview



## INFRASTRUCTURE + PUBLIC SERVICES<sup>8</sup>

### 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 portion of Nelchina Street near Fairview Elementary School has curb and gutter 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 which 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 1990's. 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 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.

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.



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<sup>8</sup> Excerpted from 2009 Fairview Community Plan

## PHYSICAL LANDMARKS + 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 and Susitna Mountain and the Alaska Range can be seen.

## 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, 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 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 UAA’s athletic program. However, very little of this economic activity is spun off into the commercial center of the adjacent neighborhood.



## HISTORIC RESOURCES



The Anchorage Historic Preservation Plan identified several historic resources in Fairview including the Anchorage Cemetery, which is on the National Register of Historic Places, and 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.

## TRANSPORTATION<sup>9</sup>

**5th and 6th Avenues** - In the late 1950's, 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.

**Gambell and Ingra Streets** - The extension of Gambell Street southward to the New Seward Highway heralded the loss of a 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 safer parts of town. Most dwellings transitioned into rental units with

Figure 8: Existing public transit routes



<sup>9</sup> Excerpted from the 2009 Draft Community Plan

high turnover rates. In the early 2000s, the Fairview Community Council advocated for and succeeding in installing intersection barriers to discourage Downtown commuters from cutting through Fairview.

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

**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 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 and has created a buffer to the airport.





## PARKS + OPEN SPACE<sup>10</sup>



Fairview has a variety of parks and greenbelts that range in size and uses. Fairview 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.

## NATURAL ENVIRONMENT

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



*“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 means less crime.”*

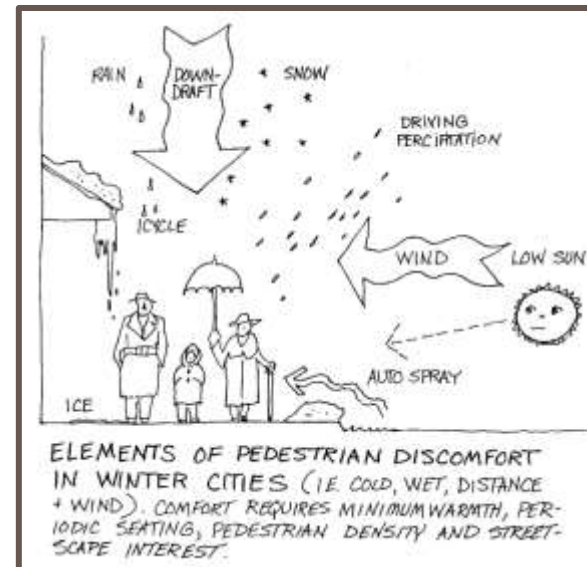
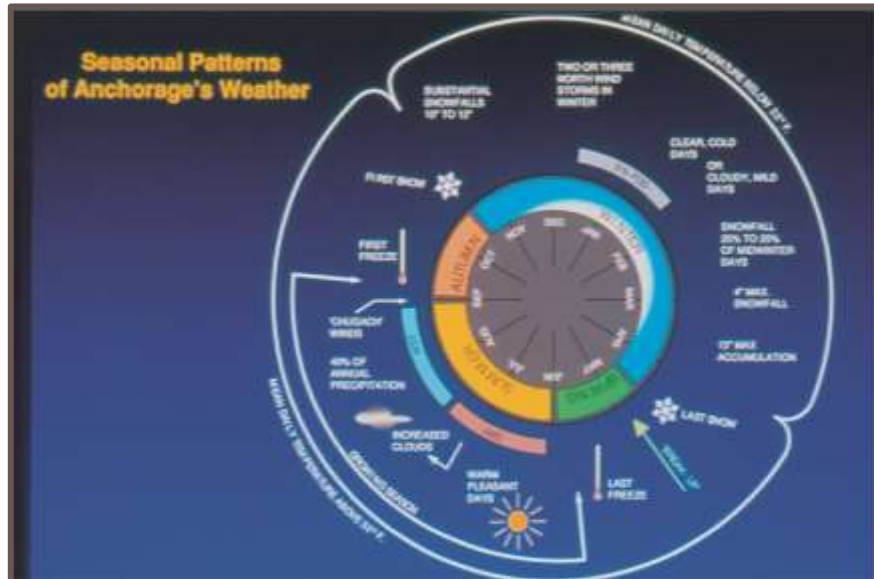
<sup>10</sup> Excerpted from the 2009 Draft Fairview Community Plan

## 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.



### 3::PUBLIC PROCESS

The Fairview Neighborhood Plan is the first community developed neighborhood plan to be completed in Anchorage. The community council has been leading the planning effort for more than ten years. This plan is the product of two phases, the first of which lead to the Draft Fairview Community Plan. This second phase adds new community input and also incorporates goals and strategies from concurrent planning processes including the 2013 Historic Preservation Plan, the Gambell Street Redevelopment Plan and the Fairview Economic Revitalization Plan.

#### PHASE 1 – 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 is the foundational document for this plan. Public process included:

##### 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

Events were attended by 15-40 participants The Draft Plan was submitted to the Long Range Planning Division, which provided comments in 2011.

*“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 II – PLAN REVISION + UPDATE

In 2013, the Fairview Community Council contracted Agnew::Beck to revise and distill the Draft Plan, respond to the Long Range Planning Division comments, confirm the updates with the community and 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 Kempen; 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.
- Kristine Bunnell, Senior Planner, Municipality of Anchorage.

### 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.

## 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 webpages. 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.

## 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.

## P&Z GUIDANCE WORK SESSION

- 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 with 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 will be incorporated into the final draft plan.
- A public hearing will be scheduled with the PZC in early 2014 to receive their recommendations for approval and additional input to the Fairview Neighborhood Plan.



## PARALLEL OUTREACH EFFORTS

### HISTORIC PRESERVATION PLAN OUTREACH

Through its public process, the 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 Economic Revitalization Plan, which was synchronized with and incorporated into the Neighborhood Plan. It is included as Appendix A. 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 this 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.

*“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.”*

### 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 and discussion and virtual, and public open houses.



## 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
- Absentee landlords
- Availability of liquor stores to those who use it.
- Density of social services located in north Fairview and associated negative externalities
- H2H and Knik Arm Crossing connections
- Inadequate snow removal
- Fairview Elementary School performance
- 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
- Existing grid system and the pedestrian scale blocks
- Fairview Community Recreation Center
- Gambell Street Redevelopment Plan
- Access to Ship Creek and Chester Creek Greenbelts
- Historic character
- Commercial corridor
- Public institutions
- Aging boomers and an increase in young people.
- Active community organizations and community council

## 4::COMMUNITY VISION

### OUR VALUES + PRINCIPLES

#### SAFETY

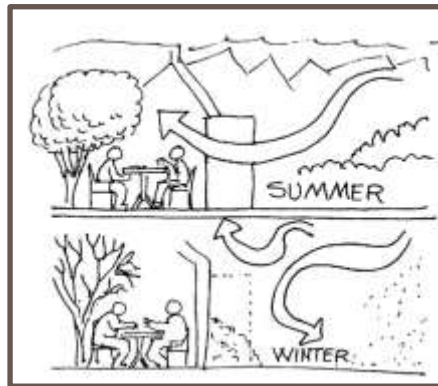
We value a neighborhood where our streets are safe and friendly toward pedestrians. We value a community where people watch out for one another.

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 micro-climates 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 micro-climates.
- 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 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 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.

## 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.

## COMMUNITY

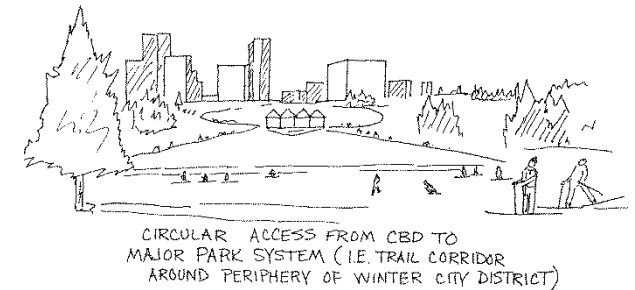
We value cultural, ethnic and socio-economic diversity within our neighborhoods. We value our unique history. We value people and organizations working together to revitalize our neighborhoods. We value “win-win” solutions.

Guiding principles: The Fairview community should not bear an excessive burden of responsibility when addressing city-wide problems. The historical nature of the downtown area and the Historic 4 should be strengthened. Civic responsibilities should be shouldered by all capable residents of the Fairview community.

## 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

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

- 1.1 Identify and provide a range of housing densities, serving a range of incomes and ages.
- 1.2 Create a review process for multi-family developments over 3 dwelling units/lot that involves community review and design standards.
- 1.3 Foster high-intensity mixed use development for Gambell/Ingra Corridor and North Fairview.
- 1.4 Require buffers where industrial adjoins residential

- 1.5 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.
- 1.7 Screen dumpsters where it does not impinge on the ability of utilities to serve properties in the alleys.
- 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 and prosper.
- 1.13 Improve 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, e.g. 9th, 13th, 15th Avenues; Cordova, Gambell, 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 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 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.
- 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.



- 2.8 Develop transportation corridor plan to provide stability for investment in the face of large infrastructure projects
- 2.9 Identify opportunities for paving alleys.

### 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, 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.

### 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 the coordinated program to address homeless and chronic public inebriates 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 EXCELLANCE IN EDUCATION

- 7.1 Foster a community with a world class education system, accessible to all income groups and where people of all ages are enthusiastic about learning.
- 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

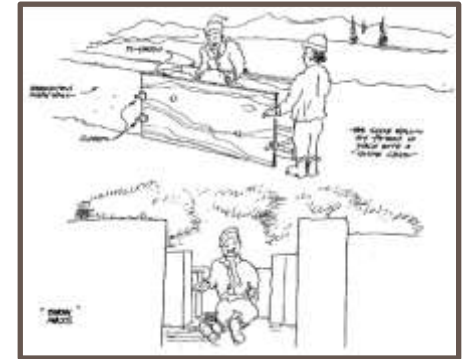
## 8. CREATE OPPORTUNITIES FOR CIVIC ENGAGEMENT BY CITIZENRY

- 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

### 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.

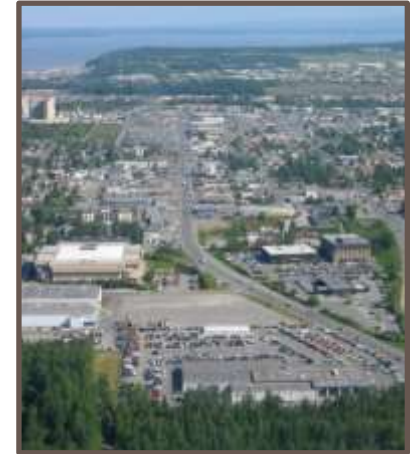
**Relevant Planning Efforts:** Ship Creek Master Plan, Merrill Field Airport Master Plan, Trails Plan

### 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



### 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

## 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

## 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



## 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



# 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.

## 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 3 dwelling units/lot that involves community review and design standards.
3. Foster high-intensity mixed use development for Gambell/Ingra Corridor and North Fairview.
4. Require buffers where industrial adjoins residential
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 and prosper.
13. Improve Upgrade the Fairview Recreation Center to a community center, grow the number of users, and promote community engagement.
14. Strengthen "Sense of Place."



## 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, good public transit, 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.



**Top row:** Existing residents add personal touches to their properties that give the neighborhood vibrancy and life. New development in Fairview will cater to many of these residents.  
**Bottom row:** Dumpsters on the street side do not signal care. This four-plex can house the same amount of people as the units above, but the parking lot in front doesn't encourage residents to take care of the space outside of their home.



Simple design guidelines will allow residents to add their most valuable asset to the Fairview neighborhood – their presence and care. We advocate for the following guidelines for multi-family housing: dumpsters must be screened and located on the alley if available, no more than a certain percentage of impervious surface; if there is an alley, parking must be in the back; for every one tree removed, three must be planted, and a bonus for leaving mature trees. See implementation chapter for specific design guidelines.

**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 targeted areas.

## 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 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.
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.
8. Develop transportation corridor plan to provide stability for investment in the face of large infrastructure projects
9. Identify opportunities for paving alleys.



**Above:** The Gambell Ingra couplet cuts Fairview in half and does not attract local spending. Onsite parking waivers, pedestrian infrastructure and a tax abatement zone can stimulate private development.

## 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.

## 4. FOSTER CLEAN, SAFE POSITIVE STREETS + SIDEWALKS

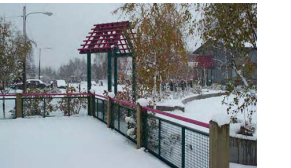
1. Improve the year-round walking experience – keep sidewalks clear or snow.
2. Distribute social service facilities equally throughout Anchorage
3. Improve neighborhood design to increase the number of "eyes on the street"
4. Implement the coordinated program to address homeless and chronic public inebriates 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.



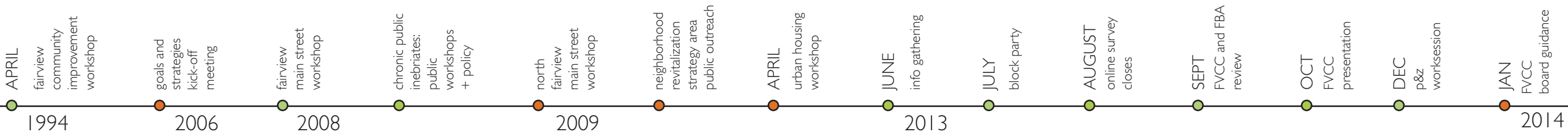
**Above:** These buildings fail in that they do not "face the street" and do not take advantage of the residents within to keep their eyes on the street and improve safety.

## 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



## NEIGHBORHOOD PLAN PUBLIC PROCESS TIMELINE





## 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 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



*Left: Underutilized commercial space along Ingrá Street.*



*Right: Lunch hour rush at a local Gambell restaurant.*

## 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."

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

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# fairview NEIGHBORHOOD PLAN GUIDEMAP

FAIRVIEW:  
WHERE PEOPLE MAKE THE DIFFERENCE

## 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



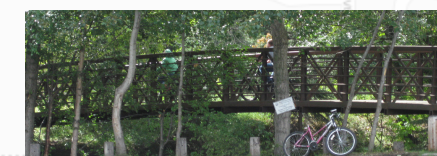
*Ensure space for individual touches, regardless of the density.*

## 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.

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



Determine needed upgrades to Eastchester Park.





# ADDITIONAL GOALS

## 6. CREATE A MORE LIVEABLE WINTER CITY NEIGHBORHOOD

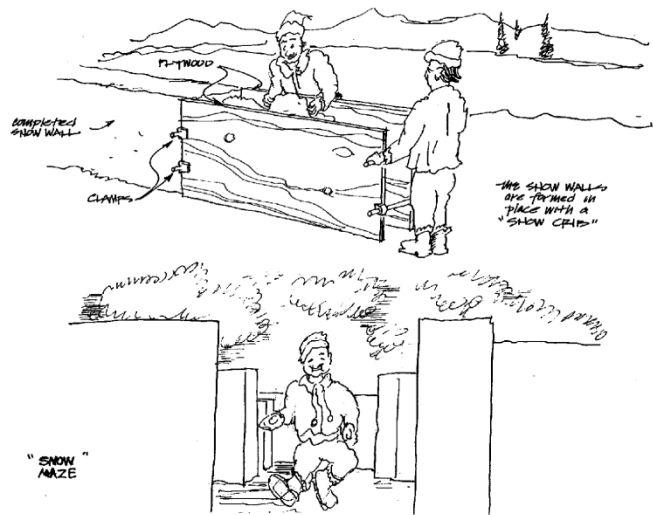
1. See strategies other goals for snow removal and overlay zones.
2. Establish a neighborhood winter festival.
3. Promote greater use of winter lights.

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

1. Foster a community with a world class education system, accessible to all income groups and where people of all ages are enthusiastic about learning.
2. Turn Fairview Elementary into a magnet school
3. Restore 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.



## 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”<sup>11</sup> to help responsible parties focus their efforts towards steps with greatest potential for further positive change.

Table 7: Implementation Table

STRATEGY	RESPONSIBILITY (LEAD AND PARTNERS)	TIME FRAME	NEXT STEP
<b>LEVERAGE WHAT WE HAVE</b>			
<i>See specific actions in other sections</i>			Overall goal: Approve and adopt the Fairview Neighborhood Plan as an Anchorage 2020 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
<b>I PROTECT &amp; IMPROVE NEIGHBORHOOD CHARACTER</b>			
1.1 Identify and provide a range of housing densities, serving a range of incomes and ages.	Fairview Community Council (FVCC); with Municipality of Anchorage (MOA) & developers	Near term	<ul style="list-style-type: none"> <li>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.</li> <li>Identify areas for downzoning from R3 to R2M or R1.</li> </ul>
1.2 Create a review process for multi-family developments over 3 dwelling units/lot that involves community review and design standards.	Fairview Community Council (FVCC) with MOA & developers	Near term	<ul style="list-style-type: none"> <li>Determine specific boundaries of overlay district</li> <li>Determine appropriate review process – administrative review of any development larger than triplex for conformance to design standards.</li> <li>Adopt design standards. (See Appendix B).</li> </ul>

<sup>11</sup> Near-term is 1-5 year; Mid-term is 6-15, Long-term is beyond 15 years.

STRATEGY	RESPONSIBILITY (LEAD AND PARTNERS)	TIME FRAME	NEXT STEP
1.3 Foster high-intensity mixed use development for Gambell/Ingra Corridor and North Fairview.		Near term	<ul style="list-style-type: none"> <li>• See Land Use Plan Map + details below.</li> <li>• Overlay may take place during the zoning process.</li> <li>• Encourage use of AO 12.35 Economic Development Properties.</li> </ul>
1.4 Require buffers where industrial adjoins residential.	Fairview Community Council (FVCC) with MOA & developers	Mid-term	<ul style="list-style-type: none"> <li>• Determine best framework for applying: advisory standards in plan, Fairview overlay district, amend applicable T-21 districts</li> </ul>
1.5 Sponsor construction of a high quality multi-family demonstration pilot dwelling, to show how such structures can be both profitable and a good neighbor.	FVCC with private and/or agency developers	Near-term	<ul style="list-style-type: none"> <li>• Conduct a Housing Forum – identify site(s) along Gambell Corridor, funding partners, specific design objectives</li> </ul>
1.6 Use accessory dwelling units (“mother in-law apartments”) to achieve increased density in Fairview while respecting its historic character and socioeconomic diversity.	FVCC with MOA & developers	Near-term	<ul style="list-style-type: none"> <li>• Make sure zoning categories match new Title 21 zoning designations that allow for this.</li> </ul>
1.7 Screen dumpsters where it does not impinge on the ability of utilities to serve properties in the alleys.	FVCC with MOA & developers	Near-term	<ul style="list-style-type: none"> <li>• New title-21 requires screening</li> </ul>
1.8 Preserve local historic buildings and neighborhoods, strengthen the historic character of Fairview.	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	Near-term and long-term	<ul style="list-style-type: none"> <li>• Place interpretive signage at Greater Friendship Baptist Church (903 E. 13th Avenue), celebrating its status as the first African-American church in Alaska.</li> <li>• Work with African-American community - especially long-time residents - to identify and document significant people, events, &amp; places.</li> <li>• As part of the creation of a local register, continue to survey and document historic resources in Fairview.</li> </ul>
1.9 Increase home ownership and decrease transiency	Housing, community development, and non-profit agencies, such as Cook Inlet Housing Authority	Mid-term	<ul style="list-style-type: none"> <li>• Educate prospective homeowners re programs that help support home buying</li> <li>• Partner with developers with construct quality mixed-income housing.</li> <li>• Consider “inclusive housing” policies that require a percentage of new homes to be affordable</li> <li>• Allow small lot development, location efficient mortgages, and co-housing</li> </ul>

STRATEGY	RESPONSIBILITY (LEAD AND PARTNERS)	TIME FRAME	NEXT STEP
1.10 Encourage small scale, neighborhood-serving commercial development.	MOA, commercial developers and community development and non-profit agencies, such as CIRC, South Central Foundation, Alaska Housing Finance Corporation.	Mid-term	<ul style="list-style-type: none"> <li>Identify possible locations for small retail locations.</li> <li>Conduct informal meetings/focus groups at Senior Center and Chester Park Estates to determine need</li> <li>Outreach events about business opportunities to residents.</li> </ul>
1.11 Promote homebuyer loans for property improvement.	FVCC with banks and nonprofits, such as Cook Inlet Region Inc., SCF, Alaska Housing Finance Corporation.	Mid-term	<ul style="list-style-type: none"> <li>Investigate possibility/source of small loans for property improvement.</li> <li>Distribute materials about homebuyer loans during regular FVCC neighborhood door-to-door outreach.</li> </ul>
1.12 Work to generate greater pride in Fairview as a place to live, work, play and prosper.	FVCC with Fairview Business Association, UAA Center for Community Engagement	Near-term	<ul style="list-style-type: none"> <li>Partner with arts and community organizations on place based events and installations.</li> <li>Marketing campaign to rebrand Fairview (<i>see “create incentives...” goals</i>)</li> </ul>
1.13 Upgrade the Fairview Recreation Center to a community center, grow the number of users, and promote community engagement.	FVCC and local recreation agency, MOA	Long-term	<ul style="list-style-type: none"> <li>Meet with partners and develop near term action plan for modest achievable improvements</li> <li>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!</li> </ul>
1.14 Strengthen “Sense of Place.”	FVCC, Property Owners, UAA Center for Community Engagement	Near Term	<ul style="list-style-type: none"> <li>Develop an action plan</li> <li>Develop “wayfinding” motifs;</li> <li>Develop proposals for distinctive streetscape and public space enhancements such as signature banners for sub-neighborhoods (ie, South Fairview)</li> </ul>



## 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, MOA, DOT&PF	Mid-term	<ul style="list-style-type: none"> <li>• Work with MOA, legislature and others to identify funding sources to complete 9<sup>th</sup> and 15<sup>th</sup> Avenue projects; improve appearance and pedestrian safety and amenities on these two priority routes.</li> <li>• Provide traffic calming measures on Karluk, especially around Rec Center.</li> <li>• Identify priority alleys for paving.</li> <li>• Identify new snow removal options</li> </ul>
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 MOA, DOT&PF	Mid-term	<ul style="list-style-type: none"> <li>• 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?</li> <li>• Identify possible partners for a downtown shuttle, optimal routes and timing and develop a financing plan.</li> <li>• Ensure all streets and sidewalks are ADA compliant.</li> <li>• <i>See notes above re priority streets.</i></li> </ul>
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.	FVCC with state and local transportation and public infrastructure agencies; redevelopment agencies, such as MOA, DOT&PF, and Downtown Partnership Inc.	Mid-term	<ul style="list-style-type: none"> <li>• Refine plans for transportation links, e.g., a safe and attractive four season walking route from Gambell Street north of 15<sup>th</sup>, down to the Sullivan arena area; coordinate this effort with planned redevelopment of Gambell Street.</li> <li>• Identify potential funding sources for additional pedestrian amenity projects and undergrounding of utilities.</li> </ul>
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.	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.	Near-term	<ul style="list-style-type: none"> <li>• Set specific schedule for approval and funding of GSRP</li> <li>• Coordinate with repaving.</li> <li>• 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)</li> </ul>

2.5 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.	FVCC, MOA, DOT&PF, AMATS, AK State Legislators, public and private property owners, Assembly, Planning & Zoning Commission.	Long-term	<ul style="list-style-type: none"> <li>Continue to aggressively advocate for Fairview interests, with the Muni Assembly and AK DOT/PF</li> <li>Form a working group to determine strategies to encourage investment and maintenance of Hyder Street for the near term.</li> <li>Plan for active use redevelopment of covers facilitated by Municipality through Memorandum of Agreement with DOT&amp;PF for use of airspace along corridor</li> </ul>
2.6 Enhance the safety, health and ambiance of areas surrounding Merrill Field by limiting detrimental noise impacts and the threat of airplane crashes.	FVCC and Merrill Field, MOA, DOT & PF, F.A.A	Near-term	<ul style="list-style-type: none"> <li>Pass FVCC resolution on strategy.</li> <li>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.</li> <li>Retain parks in area.</li> </ul>
2.7 Engage the Knik Arm Bridge and Toll Authority in future planning for the neighborhood.	FVCC, MOA, Assembly, AK State Legislature	Mid-term	<ul style="list-style-type: none"> <li>Present Fairview Neighborhood Plan to the agency.</li> <li>Plan for impacts of possible Knik Arm Bridge on transportation corridor in Fairview.</li> <li>Seek funding assistance for sub-area study of future link with Gambell/Ingra Streets or the H2H connection</li> </ul>
2.8 Develop transportation corridor plan to provide stability for investment in the face of large infrastructure projects	FVCC, DOT & PF, MOA Long Range Planning	Near-term	<ul style="list-style-type: none"> <li>Resolution has been passed.</li> <li>Meeting with agencies to develop a budget</li> </ul>
2.9 Identify opportunities for paving alleys.	FVCC, MOA		<ul style="list-style-type: none"> <li>Consider as a possible conditional use of TIF or tax abatement financing</li> <li>Annual CIP request</li> <li>Special assessment</li> </ul>

### 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"> <li>Finalize and approve Gambell Street Redevelopment Plan</li> </ul>
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"> <li>Modify Title 21 parking requirements, to reduce required on-site parking</li> <li>Implement the Gambell Street Redevelopment Plan, providing more on-street parking</li> <li>Expand Anchorage Community Development Authority to Fairview</li> <li>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</li> </ul>
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"> <li><i>See details in economic revitalization chapter.</i></li> </ul>
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"> <li>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.</li> <li>Based on results of studies, develop an enterprise zone for Fairview, tailored to the specific needs of the Fairview district</li> </ul>
3.5 Improve Fairview reputation and “brand” through events, street improvements, 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"> <li>Connect with UAA CCE re: possibility of Fairview Pop-Up Museum</li> <li>Connect with Design Forum, Museum or other art organizations about the possibility for public art projects</li> <li>Produce and give away “made in Fairview/grown in Fairview” hats, shirts, bumper stickers</li> <li>Expand scope and marketing of summer event</li> </ul>
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"> <li>Survey of attendees post-event to determine spending and activity patterns and desires.</li> <li>Implement the improvements in the Gambell Street Redevelopment Plan, focusing on providing more on-street parking, structured parking, and new dining and shopping options</li> </ul>

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"> <li>• Talk with school board about desire to site a job training center in an interested neighborhood</li> </ul>
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"> <li>• Meet with Small Business Development Center and YWCA to develop a set of materials about doing business in Fairview.</li> <li>• Outreach to existing (outside of Fairview) and potential business owners; provide simple brochure with rules re home-based businesses and occupations.</li> <li>• Provide further venues for the sale of locally produced/grown products, e.g., through art and craft sales events</li> </ul>
3.9 Partner with the Fairview Business Association to support Fairview's small businesses.	FBA, FVCC	Near-term	<ul style="list-style-type: none"> <li>• Meet with Small Business Development Center and YWCA to develop a set of materials about doing business in Fairview.</li> <li>• Outreach to existing (outside of Fairview) and potential business owners.</li> </ul>
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"> <li>• <i>See neighborhood character/land use section.</i></li> </ul>
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.	FVCC with non-profit organization, utility companies	Near-term	<ul style="list-style-type: none"> <li>• Seek funding with partners to make Fairview a pilot project for identifying and tracking changes in energy use</li> <li>• 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.</li> </ul> <p>Publicize energy-saving advantages of living/locating a business in Fairview based on its strategic location, near job and commercial centers, transportation linkages.</p>

#### 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"> <li>Review snow removal plan and priorities for Fairview.</li> <li>Phased removal of rolled curb with curb and gutter and require curb and gutter in redeveloping areas.</li> <li>Integrate snow storage areas into streetscape design.</li> <li>Create snow cistern proto-type project.</li> <li>Investigate cost-benefit of heated sidewalk installation in select areas.</li> <li>Consider establishing/extending the boundary for property owners to clear adjacent sidewalks.</li> <li>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”.</li> <li>Investigate Wescott Neighborhood in Syracuse, NY neighborhood snow removal program as a possible model.</li> </ul>
4.2 Distribute social service facilities equally throughout Anchorage.	FVCC; with MOA. & developers, non-profit organizations	Mid-term	<ul style="list-style-type: none"> <li>Continue to advocate for Fairview interests; educate decision makers about the equitable distribution of facilities around Anchorage</li> </ul>
4.3 Improve neighborhood design to increase the number of “eyes on the street.”	FVCC	Mid-term	<ul style="list-style-type: none"> <li><i>See neighborhood character/ land use section.</i></li> <li>Address current building setback requirements to promote a more pedestrian scaled walking environment, and to move parking to the rear with “build to” requirements.</li> </ul>
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"> <li>See detailed tiered steps in Economic Revitalization plan (Appendix A), including: <ul style="list-style-type: none"> <li>- treatment for those who want it</li> <li>- wet housing</li> <li>- an urban spirit park for those who choose to be homeless.</li> <li>- greater enforcement of public drinking laws</li> <li>- a liquor store near social service centers to concentrate activity and use revenues to subsidize treatment options.</li> </ul> </li> </ul>
4.5 Create a community where people and property are safe from harm.	FVCC		<ul style="list-style-type: none"> <li>Expand community patrol</li> <li>Advocate for community policing</li> <li>Work with CAPS team to target problem locations</li> <li>Support landlords in efforts to attract quality tenants</li> </ul>



4.6 Engage local residents in taking responsibility for their streets.	FVCC	Near-term	<ul style="list-style-type: none"> <li>• Recharge the Fairview Community Patrol</li> <li>• Re-establish the Block Watcher initiative</li> </ul>
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"> <li>• Establish Fairview Stewards funded and coordinated by Social Services providers modeled after downtown</li> <li>• partnership ambassadors,</li> <li>• Educate Homeless Coalition participants on the positive impacts of such an approach</li> </ul>
<b>5 MAINTAIN GREEN SPACE – FROM THE FRONT YARD TO COMMUNITY PARKS</b>			
5.1 Increase the supply, quality, safety and accessibility of well-maintained local parks and open spaces.	Local recreation agencies, schools  Local, regional and national foundations and funders	Mid-term	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Check in with Parks Foundation, with MOA parks for status, “report cards” of local parks <ul style="list-style-type: none"> <li>- Improve grass in Fairview Elementary</li> </ul> </li> <li>• Determine priorities for new sites for green space and improvements <ul style="list-style-type: none"> <li>- Determine user needs and upgrades in Eastchester Park.</li> <li>- Expand Sitka Park west to bluff</li> <li>- Convert old Native Medical Center to park use.</li> <li>- Create a “Walk of Heroes” in Fairview Lions Park</li> </ul> </li> </ul>
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"> <li>• Target sidewalk improvements such as street trees, snow removal, signage and pedestrian amenities along Cordova and Karluk.</li> <li>• Coordinate with AK DOT on street improvements.</li> <li>• Construct a separated trail connecting Ship Creek greenbelt to Chester Creek greenbelt</li> </ul>
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"> <li>• Inventory trees in neighborhood to add to Muni database</li> <li>• Increase awareness of the benefits of the urban forest.</li> <li>• Pervious pavers on alleys when repaving if possible.</li> </ul>

5.4 Improve neighborhood landscaping.	FVCC, local non-profits, school	Near-term	<ul style="list-style-type: none"> <li>• Add vegetation requirements to design standards applied to conditional use high density developments (see neighborhood character, land use)</li> <li>• Link with Anchorage and Valley greenhouses and ASD to investigate option for a community-wide tree-planting event, using donated materials and local volunteers</li> <li>• Engage with property owners on a community gardening initiative for un-built lots.</li> <li>• Require a three to five foot landscape buffer between sidewalks and travel lanes.</li> </ul>
<b>6 CREATE A MORE LIVEABLE WINTER CITY NEIGHBORHOOD</b>			
6.1 <i>See strategies other goals for snow removal and overlay zones.</i>	FVCC, property owners, street maintenance	Near-term	<ul style="list-style-type: none"> <li>• Revisit Municipal Snow Removal Plan for the Fairview Council area</li> <li>• Promote growth of the Fairview Snowfighters.</li> </ul>
6.2 Establish a neighborhood winter festival.	FVCC, Parks and Recreation, GBA	Near term	<ul style="list-style-type: none"> <li>• Work with Anchorage Fur Rendevious to include event</li> <li>• Work to re-institute flooding of volleyball court in Fairview Lions Park for ice rink</li> <li>• Work with FBA to identify event sponsors</li> </ul>
6.3 Promote greater use of winter lights.	FVCC, property owners, MOA	Near-term	<ul style="list-style-type: none"> <li>• Re-start “Lights and Flowers” initiative</li> </ul>
<b>7 PROMOTE LIFE-LONG LEARNING AND COMMITMENT TO EXCELLANCE IN EDUCATION</b>			
7.1 Foster a community with a world class education system, accessible to all income groups and where people of all ages are enthusiastic about learning.	FVCC, Anchorage School District	Mid-term	<ul style="list-style-type: none"> <li>• Engage community and neighborhood businesses in presentation of annual academic awards for elementary and middle school students.</li> <li>• Support efforts of teachers and staff at local schools to implement higher standards.</li> <li>• 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.</li> <li>• 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</li> </ul>
7.2 Turn Fairview Elementary into a magnet school	FVCC, Anchorage School District	Near-term to mid-term	<ul style="list-style-type: none"> <li>• Meet with PTA and principal to determine interest</li> <li>• Conduct a study to determine viability of specialty area such as Arts and Music</li> </ul>

7.3 Restore computer lab at Fairview Recreation Center.	FVCC, Parks and Rec, ASD, Alaska Department of Workforce Development	Near-term to mid-term	<ul style="list-style-type: none"> <li>• Coordinate joint meeting to develop Action Plan</li> <li>• Identify locations of comparable services within the neighborhood</li> </ul>
7.4 Promote development of a Neighborhood Education Plan	FVCC, ASD	Near-term to mid-term	<ul style="list-style-type: none"> <li>• Identify funding sources</li> <li>• Identify plan lead</li> </ul>
<b>8 CREATE OPPORTUNITIES FOR CIVIC ENGAGEMENT BY CITIZENRY</b>			
8.1 <i>See strategies in other goals such as the neighborhood Block Watch initiative, Fairview Snowfighters and improvements to the Fairview Recreation Center.</i>			
8.2 Strengthen institutional efforts to promote civic engagement.	FVCC, UAA	Near-term	<ul style="list-style-type: none"> <li>• Establish partnership with UAA Center for Community Engagement</li> </ul>
8.3 Promote greater use of flowers in the neighborhood.	FVCC	Near-term	<ul style="list-style-type: none"> <li>• Re-establish flower patrol.</li> <li>• Identify coordinator for planting of diverters and other landscape features.</li> </ul>

## FAIRVIEW LAND USE PLAN MAP

The Fairview Land Use Plan Map (LUPM), shown on the accompanying insert, translates the goals and strategies of the Fairview Neighborhood plan into mapped form, identifying intentions for future types and intensities of land uses. 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 the Anchorage 2020 Comprehensive Plan, as well as an updated, but as yet unapproved version of the Municipality-wide LUPM intended to implement the 2020 Comp Plan.

This Fairview map uses the same general land use categories as are used in the Municipal-wide LUPM. Each of these categories is associated with a group of implementing zoning categories, as shown with the map in a table on the following page. No formal version of this “translation table” has been adopted by the MOA; this table is intended to integrate previous work by the Planning Department and the recently approved Title 21. As the table indicates, these zoning categories span a range of intensities of development. This approach matches the intent of the LUPM, which aims to provide general direction but also to leave flexibility about specific future zoning.

## FAIRVIEW MIXED USE CORRIDOR

The commercial area of north Fairview and 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.

This special designation would allow for a diversity of zoning designations in the area (b-1, b-3, rmu, r-4). This land use 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.





KEY POLICY DIRECTIONS

The Land Use Plan Map (LUPM) identifies the intentions for future types and intensities of land uses in Fairview.

**Low-Medium Intensity Residential:** Sustain 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, but these buildings need to be designed to be a good fit with the neighborhood’s predominately single family character.

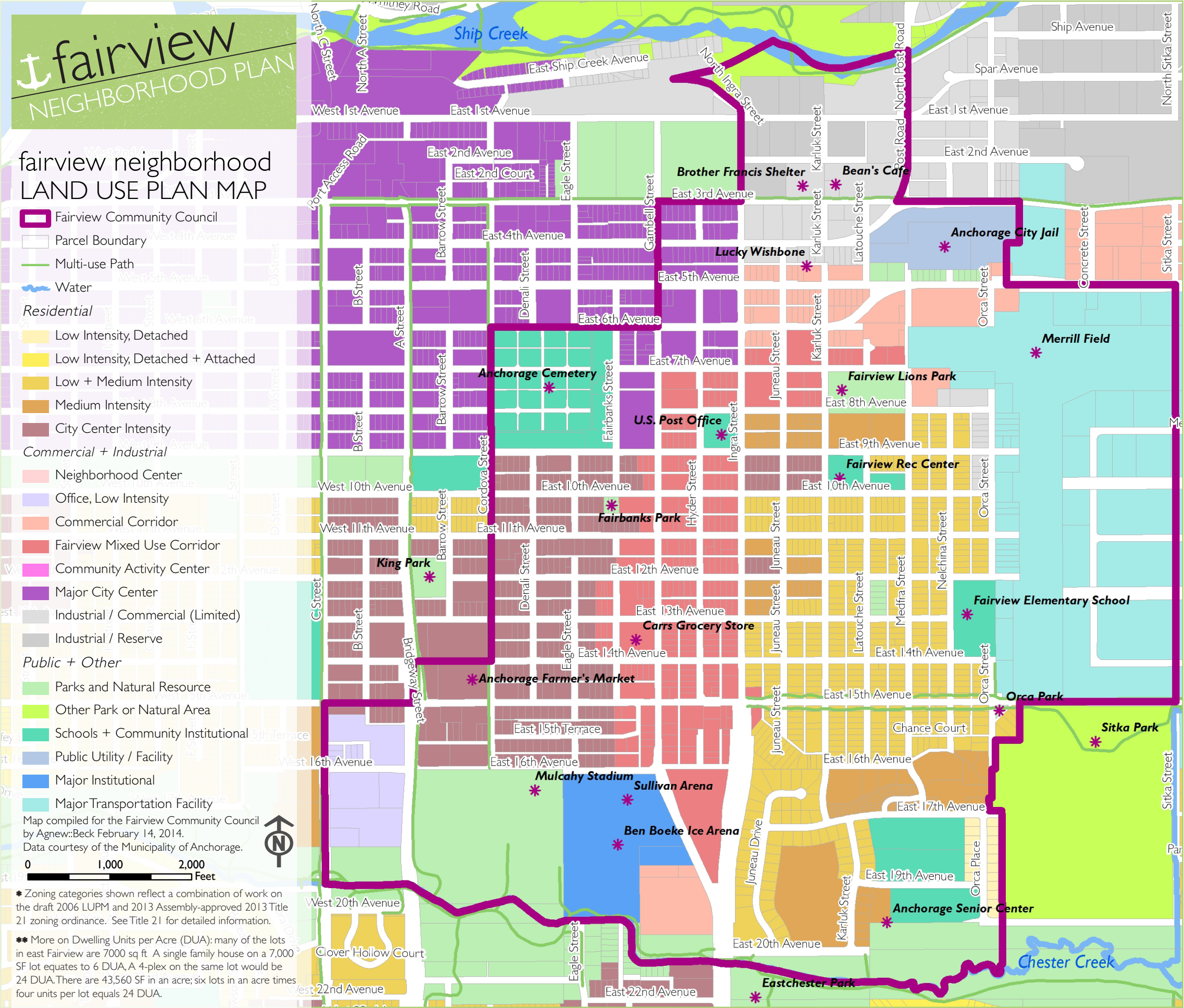
**Fairview Mixed Use Corridor:** Increase the amount and intensity of development, including a mix of commercial, office and high density residential uses along the Gambell corridor. Work towards a dense, walkable mix of uses, to serve local residents and people from around the community.

**Commercial Corridor:** Support auto-oriented commercial activities.

**City Center Intensity Residential:** Support the continuation and expansion of the relatively high density residential land uses that currently predominate on the western side of the Fairview area.

By following the land use policies above, **implement the direction of the 2020 Plan**, including target levels of future residential and commercial growth in each area of the Anchorage Bowl.

Land Use Plan Map Category	Zoning Categories*	Range of residential densities**
Residential		
Low intensity, detached	R-1, R1-A, R-7, B-1A	1.1-5 Dwelling units/acre (DUA)
Low + medium intensity	R-2F, R-2M, B-1A	Up to 15 DUA
Medium intensity	R-2M, R-3, B-1A	Up to 40 DUA
City center intensity	R-3, R-4, R-4A	>35 DUA
Commercial		
Commercial Corridor	B-3, B-1A, B-1B	Up to 40 DUA
Office, Low Intensity	RO Residential Office, R-3	
Fairview Mixed Use Corridor	B-3, B-1A, B-1B, RMU, R-4	
Industrial		
Industrial/Commercial	L-1 Light Industrial	
Public Lands + Facilities		
Park + Natural Resource	PR Parks + Recreation, PLI	
School & Community Institution	PLI Public Lands & Institutions	
Public Utility/Facility	PLI, I-1, I-2	





# APPENDIX A

## 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, undergrounds 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 15<sup>th</sup> 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.

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### 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 Traveller's Inn on 8<sup>th</sup> and Gambell, Carr's grocery on 13<sup>th</sup> 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 5<sup>th</sup> and 6<sup>th</sup> 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 make 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.

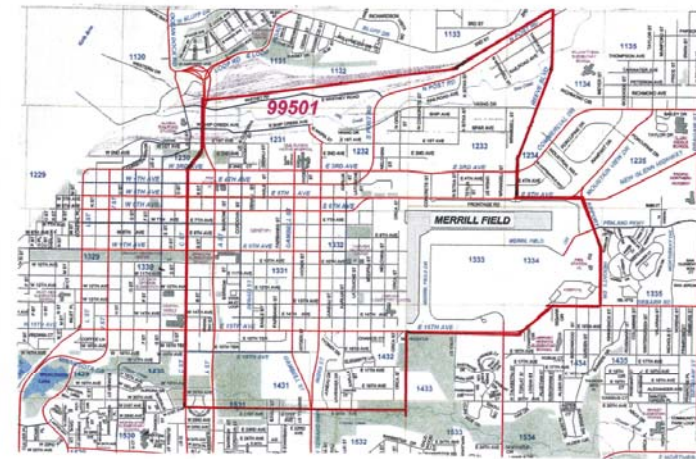
However, this longevity is also reflected in the age of business buildings which for smaller companies was 29 years and for larger companies 35 years. For smaller companies 77% of them owned their buildings and for larger companies, 80% of them owned their buildings.

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.

## 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: 5<sup>th</sup> Ave, 6<sup>th</sup> 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.

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, 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 colocation 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 15<sup>th</sup> Avenue and Gambell Street.

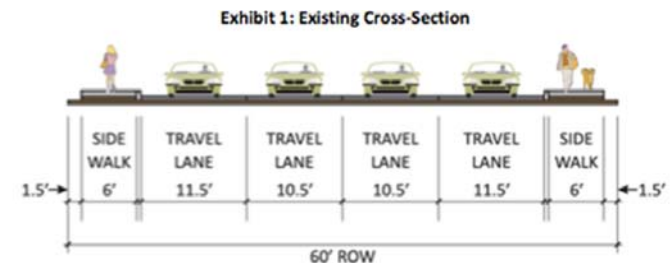
## IMPLEMENTATION

### Transportation

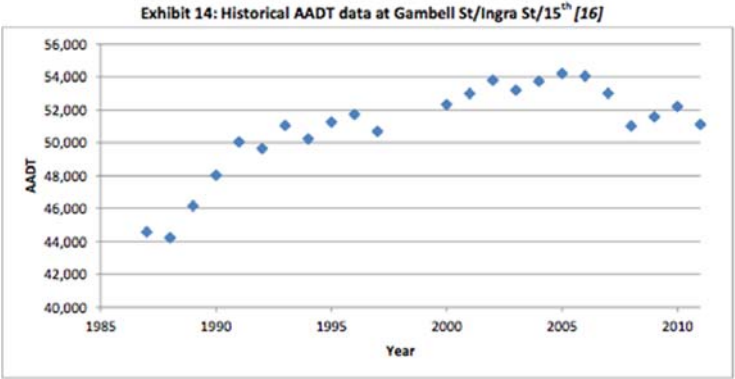
1. The primary transportation project to redefine Fairview is the redesign and redevelopment of Gambell Street. See Appendices III and IV for the Traffic Analysis and detailed description of the project.

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/nonmotorized 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.



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 36<sup>th</sup> 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.



Still the identification of the corridor between Ingra and Gambell as a 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.

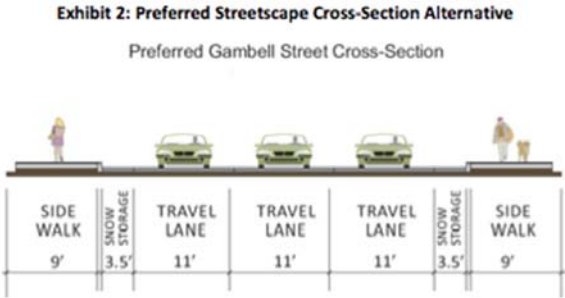
Likewise, there is substantial concern that no planning has been done for the KABATA project interface with C and A streets and eventually Gambell and Ingra. Where are these additional projected 20,000 to 30,000 vehicle trips a day supposed to go now that H2H is off the table? There may be solutions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



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.



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 15<sup>th</sup> and Gambell and at 5<sup>th</sup> 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 who 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.

Establish a liquor store near the social service center and utilize the profits from liquor sales for treatment programs. This would reduce the negative impact of congregation around liquor stores in the business and residential areas.

## **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 mainstreets 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 replatting 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 15<sup>th</sup> 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.

**APPENDICES**



## APPENDIX B

### SAMPLE DESIGN GUIDELINES

**These 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 neighborhood
- 3- Create interaction between residents, the street, and passers-by
- 4- Increase the usable green space on each property
- 5- Encourage design for northern climates
- 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.

**Design Guidelines**

**RESIDENTIAL**

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Require administrative review for any development larger than a tri-plex. Administrative review makes certain the new development complies with the following design standards.

- Site garages and locate trash collection and other services on alleys when possible, or otherwise remove from the street, out of sight.
- Retain green space and mature trees to the maximum extent possible. (For every one mature tree removed, must plant 3 more.)
- Require pedestrian scale development and engaging street frontage

**COMMERCIAL – Gambell Street**

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

- 1) Permitted ground-floor retail 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 days.
- 2) Ground-Floor Retail Active Edge Requirements:
  - a) Facade length must have a minimum of 70 percent transparency.
  - b) Transparency is measured along a line at 5 feet above the sidewalk along the entire building facade.
  - c) Frosted, tinted, reflective glass or other types of glass that diminish transparency is prohibited.
- 3) Parking lots service bays/loading bays, curb cuts, and parking garage entrances are prohibited.

## APPENDIX C

### ASSEMBLY RESOLUTION AUTHORIZING COUNCIL PLANNING INITIATIVE



# **Exhibit B**

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

A RESOLUTION RECOMMENDING APPROVAL OF THE FAIRVIEW NEIGHBORHOOD PLAN.

(Case No. 2014-0066)

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

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

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

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

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

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

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



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

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

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

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

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

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

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

A. The Commission makes the following findings of fact:

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

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


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

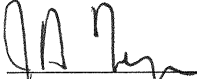
14. Successful implementation of the *Fairview Neighborhood Plan* will provide for opportunities to enhance neighborhood stability and bring critical investments into the neighborhood for the benefit of future generations.
15. The *Fairview Neighborhood Plan* is a significant step by the FVCC to revitalize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

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

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

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

  
\_\_\_\_\_  
Jerry T. Weaver, Jr.  
Secretary

  
\_\_\_\_\_  
J. A. Fergusson  
Chair

Attachment: A. Issue-Response Table

(Case No. 2014-0066)

krb

# Attachment A

## PZC Resolution No. 2014-032

### Issue – Response Table

#### Fairview Neighborhood Plan Public Hearing Draft

(PZC Case No. 2014-0066)

#### NOTES:

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

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

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



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

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

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

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

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



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

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

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

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

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

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



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

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

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

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

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

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



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

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

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

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

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

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



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

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

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

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

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

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



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

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