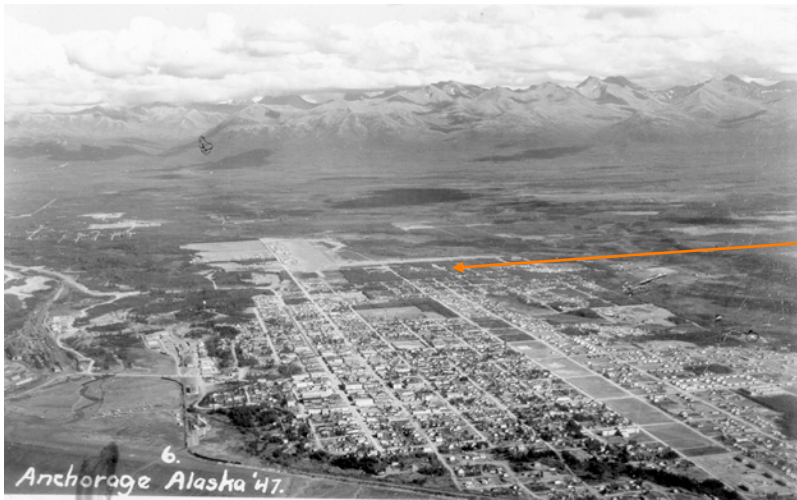


Fairview Main Street Workshop

November 8th, 2008



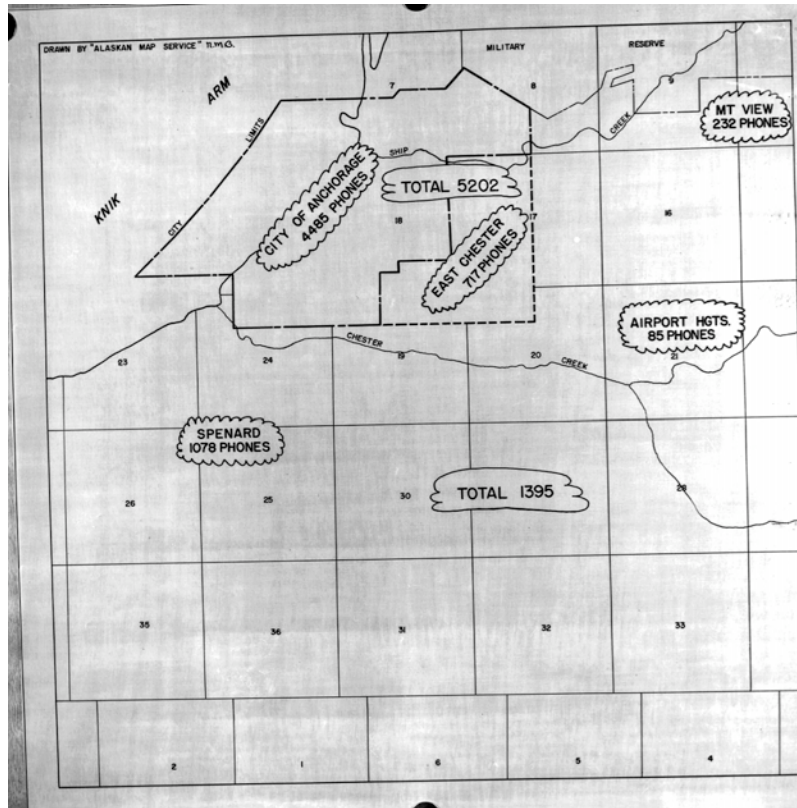
Fairview Main Street Workshop -Community History-



Anchorage in 1947
was still in its infancy
and Fairview had not
yet established a
distinct identity.

Fairview Main Street Workshop

-Community History-



The area was originally referred to as East Chester and treated as a separate District with its own self-governing powers.

Fairview Main Street Workshop

-Community History-



The area consisted of mostly small single-family homes developed on lots laid out when Anchorage was first surveyed.

Fairview Main Street Workshop

-Community History-



Gambell Street was the Main Street. It consisted of a two-lane road where residents could access important services. The street supported a healthy small business atmosphere.

Fairview Main Street Workshop -Community History-



The Carrs grocery chain began as a small business at 14th and Gambell Street.

Fairview Main Street Workshop -Community History-



Over the years, the 1400 block of Gambell Street has been an important anchor for the neighborhood and continues to be a commercial hub.

Fairview Main Street Workshop

-Community History-



In 1962, the New Seward highway south of 15th was constructed. It opened up access to land and increased the amount of pass-through traffic.

“East Chester Flats” is to the east of the new road. Gambell Street was converted to a four-lane road.

Fairview Main Street Workshop

-Community History-



Anchorage grew from a small community of 10,000 to a small city of 60,000 within the span of 10 years. This brought changes to the area including a merger of East Chester with the City.

Fairview Main Street Workshop

-Community History-



- Fairview in 1962 was beginning to feel the impacts brought about by growth. The construction of the New Seward road connection, development of large complexes of affordable housing and the reputation of East Chester Flats began to change the neighborhood.

Fairview Main Street Workshop

-Overcoming Challenges-

Fighting crime

Creating defensible space

One of the most innovative crime-fighting ideas in Anchorage comes from residents of the oft-troubled neighborhood of Fairview.

Fairview is home to rampant drive-through drug dealing and has more than its share of crime and social problems. Some of the area's activists, led by

The lack of good planning in the critical decade of the 60's led to a steady decline in the social well-being of the neighborhood until local residents began working together for positive change.

A. Chaplin - Eagle News Staff
May 27, 1992

Fairview: Portrait of a community reclaiming itself

By PAT GARCIA
Of the Star Staff

The community of Fairview is struggling to be a neighborhood and, from the looks of it, the people are well on their way to that goal. From the ground-breaking of a new park to the patrolling of the neighborhood for signs of criminal activity, local leaders are trying to make the area a safer, friendlier place for families, for children.

Take Fairview Lions Park, for instance. The groundbreaking on May 13 was a long time in coming. The park is being built where the S&K apartments once stood between 8th and 9th streets on Kotzebue.

In the early '80s several developers were vying for that plot of land. While the developers were in litigation, the plot was seeded and reseeded, and some trees were planted, and some trees have since died for lack of water, but the community's dream of a park for the children lived on.

"Fairview only has one small neighborhood park," said Colleen Emmons, chair of the Fairview Community Council. But Fairview has a lot of children.

There are two large apartment buildings near the plot of land. The community worked hard to show the Anchorage Assembly they were serious about the park and willing to work for it. "We have done some nifty gritty work there," said Benson, "and put a lot of elbow grease in." They secured the park badly so that children wouldn't have to cross 13th Street to get to Sitka Park, which Benson said is "extremely dangerous."

Eventually, through the efforts of Heather Flynn, the Fairview Lions, Robert Henson, Dan Robinson, Allen Kemplen and others, the park was dedicated earlier this month. Kemplen is working on a request for 30 trees and the council is discussing how to get water to the park.

Tucked away in a corner on one of the boulevards of Fairview is the Cordova Center, a halfway house for corrections, and some women who are sent there are finishing their last few months of prison. The Cordova Center is meant to be a bridge between prison and living back in society.

"We try to assist the folks into a transition back into the community," said Benson, who



Groundbreaking for the new Fairview Lions Park on Thursday, May 13, was cause for celebration for the Fairview Community Council. Residents have worked since the '80s to convert an empty lot into a place for their children to play in safety. Taking part were, left to right, Robert Henson, former Helen Mason, Rep. Max Gruenberg, Fred Zimmerman and David Boney. They were instrumental in distributing the bags to clean up their neighborhood. And, they also work at the center. "Here they can regain some of the life skills they may have lost by being institutionalized." One of the remaining things do a purely volunteer work for the community. The community service they do for Cordova House cannot be used for any court-mandated community service.

COMMUNITY NEWS

Fairview Main Street Workshop -New Beginnings-



The new school in East Fairview represented a significant investment in public education. It highlights the cultural diversity of the neighborhood.

Fairview Main Street Workshop

-Pedestrian Safety-



- The installation of diagonal diverters helped stop the large amount of cut-through traffic and allowed for the neighborhood streets to be returned to local residents.

Fairview Main Street Workshop

-Pedestrian Safety-



However, the neighborhood still has blocks with wide areas of asphalt and a streetscape that favors the vehicle over the pedestrian.

Fairview Main Street Workshop

RISKS: *Some say jaywalking is safer than crosswalks*

Continued from A-1

Some communities, such as San Jose, Calif., Seattle and Boulder, Colo., are attempting concerted efforts to reduce pedestrian and bike rider crashes. As part of this study, traffic and safety experts, from cops to engineers to school officials, came up with ideas ranging from public service announcements to warning tickets for bike riders and walkers, to installing traffic cameras in stoplights.

"The study shows there's a lot of pedestrian error involved," said Anchorage Police Lt. Nancy Reeder, who heads the APD traffic enforcement unit. But Anchorage also has aggressive drivers, and enforcement would have to be fair among bicyclists, walkers and motorists, she said.

City traffic engineer Bob Kniefel



Top 10 most dangerous walking and biking streets in Anchorage

Roadways with the highest rate of collisions between walkers or bicyclists and vehicles, measured by accidents per mile, 1998-2002

| Roadway | Between these streets | Accidents per mile | Total collisions |
|-------------------------------|---|--------------------|------------------|
| 1) Sixth Avenue | I Street to Ingra Street | 23 | 25 |
| 2) Benson Boulevard | Minnesota Drive to Latouche Street | 21 | 35 |
| 3) Gambell Street | Fifth Avenue to 20th Avenue | 18 | 18 |
| 4) Ingra Street | 20th Avenue to Fifth Avenue | 16 | 17 |
| 5) Fifth Avenue | Reeve Boulevard to L Street | 15 | 33 |
| 6) Muldoon Road | Pioneer Drive to Boundary Avenue | 15 | 39 |
| 7) Fireweed Lane | Seward Highway to Spenard Road | 15 | 18 |
| 8) Spenard Road | International Airport Road to Minnesota Drive | 14 | 43 |
| 9) Tudor Road | Minnesota Drive to Baxter Road | 11 | 57 |
| 10) Northern Lights Boulevard | Muldoon Road to Woronzof Drive | 11 | 83 |

Source: Alaska Department of Transportation and Public Facilities

RON ENGSTROM / Anchorage Daily News



■ TO READ the traffic report or to learn more about San Jose's Street Smarts program, log on to www.adn.com

total of 163 in June, over five years, compared to 10 for December through March. Pedestrians are struck close to the same amount year-round.

More bicycle-vehicle collisions were reported in Anchorage than pedestrian-car collisions. Of the total such accidents over five years, 636 involved bicyclists, and 462

- Four of the five most dangerous streets for pedestrians in 2005 were along the Gambell/Ingra Corridor

Fairview Main Street Workshop

-Pedestrian Safety-



Paved alleys reduce dust, eliminate unsightly conditions and improves the walking experience of the pedestrian.

Fairview Main Street Workshop -Neighborhood Center-



The commercial center along Gambell Street is dominated by asphalt and cars. The neighborhood center can be a stark and uncomfortable place for pedestrians.



Fairview Main Street Workshop



- 13th and Gambell is “ground zero” for disreputable elements of the community.



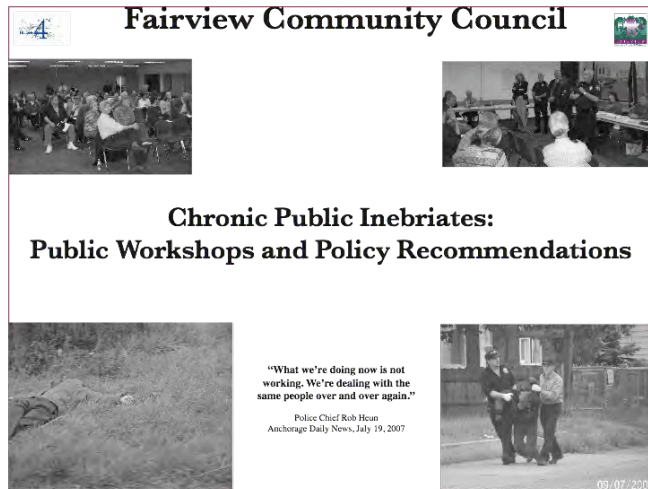
Fairview Main Street Workshop



- The Fairview Community Council is a leader in efforts to produce real solutions to the chronic public inebriate that loiter along Gambell Street.



Fairview Main Street Workshop



- The Council worked with other community organizations to host a public forum in October 2008 to advance the search for solutions.



Fairview Main Street Workshop

-Housing Stock-



New, suburban style single family homes have recently been constructed in both East (8th and Juneau) and West (11th and Eagle) Fairview.

Fairview Main Street Workshop

-Housing Density-



West Fairview is composed of a mixed housing stock with medium density condos and apartments interspersed with single-family homes.

Fairview Main Street Workshop -Housing-



Lower density lots are being converted to higher density condos. This trailer park at 13th and Denali has been replaced by site condos.

Fairview Main Street Workshop -Housing-



East Fairview is also composed of a mixed housing stock but a significant number of small homes still exist.



Fairview Main Street Workshop -Housing-



East Fairview is experiencing the conversion of sub-standard single family homes to four-plex rental units with no face to the street. Vacant land is also being developed this way.

Fairview Main Street Workshop - Housing Stock Changes



- But a new type of housing, reflecting a more upscale type of development, is showing up in East Fairview.



Fairview Main Street Workshop

-Housing-



South Fairview is composed of medium to high density housing split between townhomes, condos and apartments.

Fairview Main Street Workshop

-Traffic-



Trucks and other vehicles are increasing in volume along the major roads through the neighborhood. This pass-through traffic produces few benefits and divides the community.

Fairview Main Street Workshop -Public Transit-



The new bus stop
improvements attract
even the most
discerning riders.

Fairview Main Street Workshop -Grass Roots Participation-



Finding solutions to the challenges we face begins with neighbors coming together to talk about what is important to them and their community.

Fairview Main Street Workshop

Major Issues



- Traffic Impacts
- Inebriate/Indigents
- Housing Design
- Pedestrian Safety
- Corridor Redevelopment
- Economic Vitality
- Restoring Community
- Winter City Neighborhood

Fairview Main Street Workshop

Traffic Impacts



- Traffic Volumes are forecasted to increase significantly along the Ingra and Gambell Street Couplet.
- The LRTP recommends development of the Highway-to-Highway Corridor

Fairview Main Street Workshop

Traffic Impacts

DRAFT 11-08-2006

A Plan for Fairview's Neighborhoods

Pedestrian/Bike/Ski System

The large number of existing non-automotive person trips is recognized and supported by development of a more systematic and comprehensive pedestrian system. The key elements include construction of enhanced pedestrian/bike/ski corridors and development of a non-vehicle beltway around the urban core.

The beltway has three segments already well developed: Chester Creek Greenbelt, Tony Knowles Coastal Trail and the Ship Creek Greenbelt. It is proposed that additional north-south links be developed through the Fairview community.

These enhanced corridors will consist of streetscape design characteristics emphasizing the safe and pleasant movement of pedestrians, bicyclists and skiers. It is anticipated that these corridors shall be Cordova Street in West Fairview and Karluk Street in East Fairview. An east/west pedestrian/bike/ski set of corridors will provide incentives for residents to use non-vehicular methods of transportation for trips within the area of the New Downtown. It is anticipated that these corridors shall be 15th, 13th, 9th, 5th and 3rd Avenues. Corridor design will emphasize movement of pedestrian and bike/ski trips. Rolled curbs are not a permitted design.

Action Steps for Implementation:

1. Ensure that current corridor proj-

ects such as 9th Avenue reconstruction, the Anchorage Pedestrian Plan and the Sports Complex Master Plan integrate these design components.

2. Ensure that design and development funding is included in the Municipal Capital Improvement Program.

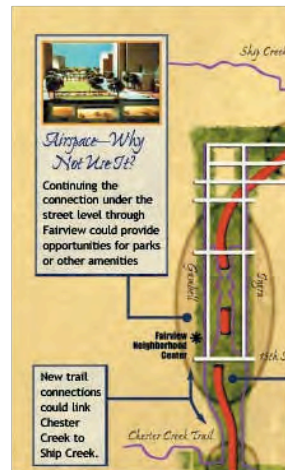
3. Ensure that Reconnaissance and Preliminary Engineering studies done for the Fairview Parkway project integrate the beltway concept.

Fairview Parkway

It is recognized that the single most important project affecting the future of the area is the connection of the Glenn and New Seward Highways. The design and development of this important limited-access corridor will result in significant physical, social and economic change.

Citizens of the Fairview community are strong advocates for a neighborhood friendly approach using the best practices of Context Sensitive Design. The design should illustrate an awareness of complementary land use development such as the Mountain View Arts and Culture District and the Destination Downtown initiatives. Given the unique socio-economic nature of the area, it is also vitally important that the project be developed according to the highest principles of Environmental Justice as promoted by the Federal Highway Administration.

Relationship with Freight Traffic



"It will not do to leave a live dragon out of your plans if you live near one."
The Hobbit
J.R.R. Tolkien



- The draft Community Plan adopted by the Fairview Council accepts, conditionally, the need for the Highway-to-Highway connection.

Fairview Main Street Workshop

Inebriates/Indigents



- The neighborhood has a significant number of inebriates and indigents.
- They are brought here by the presence of institutional support services.

Fairview Main Street Workshop

Housing Design



- Construction of higher density housing can create a streetscape with very little curb appeal
- Do Fairview stakeholders want to see this repeated?

Fairview Main Street Workshop Corridor Redevelopment



- Some buildings along Gambell Street are being redeveloped. This site at 9th and Gambell is the new location for a local radio station.
- Notice how close the building is to the sidewalk.

Fairview Main Street Workshop Redevelopment



- Some blocks along Gambell Street do not lend themselves to easy redevelopment.

Fairview Main Street Workshop Redevelopment



- Some businesses serve as a replacement to banks and other financial institutions.

Fairview Main Street Workshop

Corridor Redevelopment



- What will happen to these lot auto lots when the regional traffic is removed from Gambell Street?
- Given the proximity to Downtown, is this the future location of a large, mixed-use development?

Fairview Main Street Workshop

Corridor Redevelopment



- Does this street look pedestrian friendly?

Fairview Main Street Workshop

Pedestrian Safety

ANCHORAGE ACCIDENTS ANALYZED

The intersection of C Street and Fifth Avenue was identified by state transportation safety coordinator Ron Martindale as a problem area. Vehicles turning left from Fifth onto C often fail to yield to pedestrians, he says.



MARI LESTER / Anchorage Daily News

Report details road risks

Drunken pedestrians, cyclists share blame

By ROSEMARY SHINOHARA
Anchorage Daily News

Everybody knows drinking and driving leads to trouble. A new state report says in Anchorage, drinking and walking can kill you too.

Someone, usually the walker, was suspected of drinking in half of 31 deadly collisions between motorists and bicyclists or walkers over five years, the report says. Those 21 were among 1,098 reported cases where cars ran into people walking or riding bicycles during a five-year period ending in 2002.

For the first time — in this study — the state Department of Transportation has analyzed how and where walkers and bicycle riders have been hit by cars in Anchorage, and come up with ideas to make their trips safer.

One-way streets in downtown and Midtown were worst for accidents-per-mile. In order, Sixth Avenue downtown led with 23, Benson Boulevard had 21, Gambell Street 16, Ingra Street 16 and Fifth Avenue 16. While you only have to look one way to cross these streets, the cars and trucks are usually moving fast.

Even crossing at a stoplight or stop sign can be dangerous. More than half of the walker-biker accidents with vehicles happened at intersections.

Northern Lights Boulevard-Spenard Road had the most, with 14 collisions, including one fatal and three with major injuries. Minnesota Drive-Spenard Road and Lake Otis Boulevard-Tudor Road had 11 each. Muldoon at DelBarry Road had 10, mostly bike crashes.

Information for 2003 came out midway through his work on the report; some is included, said Ron Martindale, regional transportation safety coordinator, and author of the report.

The state doesn't yet have 2004 information, he said.

Anchorage had about 220 reported collisions with bicyclists or pedestrians annually. They generally result in injuries.

There's not a ready comparison between Anchorage and any cities Outside, Martindale said, but Alaska has an average accident rate between walkers and vehicles among the states, he said.

See Back Page, RISKS

Bolder tactics help make Boulder safer

By ROSEMARY SHINOHARA
Anchorage Daily News

Boulder, Colo., works hard enough at making streets safe for walkers and bicyclists that it won a national award in 2003.

On nine of its multilane roads, Boulder installed "very noticeable, very different" flashing signs that go on when a pedestrian hits a button, said Bill Cowers, transportation operations engineer with the City of Boulder.

The flashing signs are either in the middle of a block, or at some intersections without a stoplight, he said.

"The pedestrian gets more immediate service than at a traffic signal, and the car is held up for a second," he said.

For spots where an island, sometimes called a porchspot, separates right-turning motorists from walkers and vehicles among the states, he said.

See Back Page, SAFETY

- Four of the most dangerous streets for pedestrians and bikes are in Fairview: Gambell and Ingra Streets, 5th and 6th Avenues.

Fairview Main Street Workshop

-Economic Opportunity-



The Sullivan Arena and associated sports facilities attract thousands of Anchorage residents into the Fairview neighborhood but little benefit is spun off into our commercial center.

Fairview Main Street Workshop

Economic Vitality

Municipality of Anchorage
Department of Community
Planning & Development
Housing & Community
Development Division

Economic Development in the Renaissance Zone:

An Examination of the Business Community in Four Target Neighborhoods:
Fairview, Mountain View, Muldoon, and Russian Jack



Compiled by:

Sergey Buyanov,
Amy Coppock, &
Shanna Wasserman
University of Alaska, Anchorage Interns

- Past research has shown that there is a market for additional businesses, such as restaurants, in the Fairview neighborhood.

Fairview Main Street Workshop

Economic Vitality



- Some Gambell Street businesses have a direct connection to activities at the Sullivan Arena.

Fairview Main Street Workshop

Restoring Community



- The Fairview Block Party is a tradition.
- The Spring Clean-up brings neighbors together.
- Citizens are active in the Community Council with good participation in neighborhood events.
- People are working together to build a common vision.

Fairview Main Street Workshop

Restoring Community

Fairview Community Plan



****Draft****
Approved by Council Resolution
December 2006



- The Fairview Community Plan is an example of the neighborhood's common vision for the future.

Fairview Main Street Workshop Winter City Neighborhood



- The sled dog races down Cordova Street are always a popular event during Fur Rendezvous.

Fairview Main Street Workshop Winter City Neighborhood



- The long, dark and cold nights of deep winter can be warmed up using Winter Landscaping techniques.
- Use the winter conditions to our advantage.

Fairview Main Street Workshop

Action Agenda



- Help build a better Fairview.
- Talk with your neighbors and fellow business owners about what our future should look like.
- Participate in Fairview's civic discussion.

Fairview Main Street Workshop

-A Better Future-



A prosperous future for Fairview lies just at the end of the rainbow. We can get there if neighborhood residents, property owners and businesses embrace our common future with a shared vision.